

SEA TRANSPORT
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A.I.F.

Prepared in Naval Transport Board,

by

GREVILLE TREGARTHEN.

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CONTENTS.

	Page
Chapter I.—War	5
„ II.—The Making of a Transport Fleet	8
„ III.—Delays	27
„ IV.—The Concentration of the First Convoy	30
„ V.—The Second Convoy	37
„ VI.—The ex-Enemy Ships	43
„ VII.—Representation in England	46
„ VIII.—The Carriage of Australian Produce	51
„ IX.—Rates of Hire	55
„ X.—Insurance	60
„ XI.—Hostility in Neutral Ports	67
„ XII.—Casualties	70
„ XIII.—Number of Vessels requisitioned by the Commonwealth	86
„ XIV.—The Liner Requisition Scheme	93
„ XV.—Hospital Ships and Sundry Matters	96
„ XVI.—Horses	101
Appendix I.—Embarkations at each Port	103
„ II.—Disembarkations at Australian Ports on Voyage Outward	167
„ III.—Summary of Outward Cargo	179
„ IV.—Dates of Transfer of Vessels from Control of Branch ..	181
„ V.—Dates of Sailings of Transports in each Convoy ..	183

Chapter I.

WAR !

Australia in July, 1914, was in an exceptionally prosperous and happy condition. The harvest had been good, and pastoral prospects excellent. The interest of the general community in European politics was ephemeral. Rumblings of discord in Eastern Europe had been heard, but beyond reading the headings of the newspapers nobody paid much attention to them. The assassination of the Grand Duke Francis Ferdinand at Serajevo on 28th June, 1914, attracted notice only because some of the elder members of the community remembered him when he visited Australia in the *Kaiserin Elizabeth* some years previously. Even when Austria declared war on Servia on 28th July, 1914, no great personal alarm was felt. Then events began to move very rapidly. On 1st August, Germany declared war on Russia. On 2nd August Germany delivered an ultimatum to Belgium demanding free passage through her territory. On 3rd August Germany declared war on France. Even then it was not realized by the great bulk of the community that there was any possibility of the British Empire being involved in the European turmoil. Few people knew of the treaty obligation of Great Britain in regard to the neutrality of Belgium, and still fewer people considered it possible that any great conflagration could arise between the highly civilized nations of Europe in view of the enormous scientific and social development since the last European war of any magnitude. But the shock came next day when we heard that Great Britain, standing to those treaty obligations, had declared war on Germany. Within a few minutes of the expiration of Great Britain's ultimatum the news was flashed to all dominions, and within an incredibly short space of time the Prime Minister of Australia had replied that the Australian Fleet was absolutely at the disposal of the British Admiralty, and that Australia was anxious to send an Expeditionary Force of 20,000 men to any destination desired, the cost of despatch and maintenance being borne by the Australian Government.

On 5th August the Navy Office received a cable from the Admiralty "WAR HAS BEEN DECLARED BETWEEN GREAT BRITAIN AND GERMANY." Under instructions from the Minister, Senator the Hon. E. D. Millen, the Naval Board of Administration did not delay in getting to work, and at 9 a.m. on 5th August Captain Thring telephoned to the Defence Administration, assuming that the Imperial authorities would accept the proffered aid—"Do you wish the Naval Board to prepare a scheme for taking up transports? If so, from what ports, and to carry what numbers, what arms and horses?"

On 6th August the offer of the Australian Expeditionary Force was accepted, and the Imperial Government requested that it should be despatched as soon as possible.

The Naval Board of Administration promptly appointed a Committee to deal with the whole transport problem. No ships at the moment were actually available, and the question to be faced was the transportation of 20,000 men and the necessary horses 12,000 miles, with baggage, equipment, forage, and all military requirements.

The Committee met for the first time, although certain preliminary work had been done by individual members, on the 17th August, 1914.

Engineer-Captain W. Clarkson, R.A.N. (later Engineer Rear-Admiral Sir William Clarkson, K.B.E., C.M.G., A.D.C.), Third Naval Member, was Chairman; Colonel P. T. Owen, Director-General of Public Works, Colonel Lee, Commander C. R. Brewis, R.N., Commander Biddlecombe, late R.A.N., and Mr. J. Leask, Ship Constructor to the Department of the Navy, were members; and Mr. H. K. Larkin, whose services were obtained from the Australasian United Steam Navigation Company, secretary. These gentlemen formed the original Committee.

One of the first businesses of the Committee was to apportion the work to be done. While Captain Clarkson took general supervision, Commander Biddlecombe, as a volunteer, supervised the general office arrangements. Commander Brewis was appointed to carry out the duty of Naval Transport Officer, and Colonel Owen, in addition to his ordinary work, rendered valuable service as Military Transport Officer.

Shortly after the formation of the Committee a list was prepared of all ships in port or approaching the Australian coast, and arrangements were immediately made for their inspection and measurement, and for reports as to their general suitability for the transport of troops or horses. When possible ships were inspected when passing through Melbourne, and if considered adaptable they were at once measured up and plans prepared showing the proposed arrangements for the accommodation of troops and horses.

Every assistance was rendered by the agents and owners of vessels, who throughout displayed a disposition to render all the aid in their power to the Naval Administration.

Many ships arriving of a character suitable for troop transport purposes were fully loaded, in some instances their destination for final discharge being New Zealand, and in others ports to which it was undesirable to send them, in view of the urgency of commencing fitting at the earliest possible moment. In such cases the cordial co-operation of the owners' representatives was of the utmost importance, and this was ungrudgingly afforded.

So soon as it had been determined to requisition a vessel for transport service, she was with very few exceptions measured up in Melbourne, so that the preparation of the necessary plans could be proceeded with while she continued her voyage to her terminal port.

The following vessels were on examination considered suitable for the purpose desired, and were consequently requisitioned for troop or horse transport:—

No. and Name.	Gross Tonnage.	Refrigerated Capacity.		Owners.
		Meat (c.f.)	Fruit (cases).	
A.1. <i>Hymettus</i> ..	4,606	Nil	Nil	British India S.N. Co.
A.2. <i>Geelong</i> ..	7,951	12,900	23,778	P. and O. Branch Line
A.3. <i>Orvieto</i> ..	12,130	95,000	38,700	Orient Line
A.4. <i>Pera</i> ..	7,635	113,000	50,850	P. and O. Branch Service
A.5. <i>Omrah</i> ..	8,130	65,700	23,400	Orient Line
A.6. <i>Clan MacCorquodale</i> ..	5,121	Nil	Nil	Clan Line
A.7. <i>Medic</i> ..	12,032	249,000	45,000	Liverpool White Star
A.8. <i>Argyllshire</i> ..	10,392	379,000	188,400	Turnbull, Martin and Co.
A.9. <i>Shropshire</i> ..	11,911	375,000	155,700	Federal S.N. Co.
A.10. <i>Karoo</i> ..	6,127	Nil	Nil	Bucknall S.S. Co.
A.11. <i>Ascanius</i> ..	10,048	127,330	57,300	Ocean S.S. Co.
A.12. <i>Saldanha</i> ..	4,594	Nil	Nil	Bucknall S.S. Co.
A.13. <i>Katuna</i> ..	4,641	Nil	Nil	"
A.14. <i>Euripides</i> ..	15,050	244,000	45,000	Aberdeen White Star
A.15. <i>Port Sydney</i> ..	9,136	354,688	Nil	Commonwealth Dominion Line
A.16. <i>Port Melbourne</i> ..	9,152	354,256	Nil	"
A.17. <i>Port Lincoln</i> ..	7,243	Nil	Nil	"
A.18. <i>Wiltshire</i> ..	10,390	375,000	174,500	Federal S.N. Co.
A.19. <i>Afric</i> ..	11,999	249,000	45,000	Liverpool White Star
A.20. <i>Hororata</i> ..	9,400	380,000	141,800	N.Z. Shipping Co.
A.21. <i>Marere</i> ..	6,443	252,148	Nil	Tyser Line
A.22. <i>Rangatira</i> ..	8,948	..	..	Shaw, Saville, and Albion Co
A.23. <i>Suffolk</i> ..	7,573	300,000	153,400	Federal S.N. Co.
A.24. <i>Benalla</i> ..	11,118	205,270	52,250	P. and O. Branch Line
A.25. <i>Anglo-Egyptian</i> ..	7,379	Nil	Nil	Nitrate Producers' S.N. Co.
A.26. <i>Armada</i> ..	6,153	Nil	Nil	Trinder, Anderson and Co.
A.27. <i>Southern</i> ..	4,769	..	..	Lunsford S.S. Co.
A.28. <i>Miltiades</i> ..	7,814	97,800	27,000	Aberdeen White Star

Chapter II.

THE MAKING OF A TRANSPORT FLEET.

Fitting for their new role was at once commenced, but it was evident that time and expense would be saved if the main features of fittings were standardized.

Horse stalls, deck houses for various purposes, such as galleys, latrines, hospitals, &c., and troop deck fittings, all were carefully thought out, and experience has shown that the equipment of the ships fitted in Australia is equal to and, in most cases, better than the corresponding work performed elsewhere.

The type of stall adopted by the Department for horse ships was a marked modification of that recommended in the Transport Regulations. In Australia much experience had been gained in the matter, owing to the large commercial shipments of horses to India, and it was considered that a lighter construction would be equally safe and quite as durable. The use of Australian hardwoods permitted smaller scantlings of equivalent strength; in fact, all posts, coamings, &c., were made out of local hardwoods.

The stall designed is illustrated on Fig. 1, the principal difference from that usually supplied in horse ships being in the dividing boards. The Transport Regulations provide for four of these boards, which completely fill the space between the stall to about 4 feet in height. It was considered that this arrangement rendered it difficult to secure a free passage of air in the tropics, more especially in the 'tween decks, so two light dividing boards were substituted with excellent results. It was also found that with two boards instead of four the embarkation of the horses was greatly expedited, about 400 being shipped in two hours. The spacing of the foot spars was also modified, on the recommendation of Colonel Kendall, Chief Veterinary Officer. Abreast the cargo hatches the roofing and back of the stalls were so arranged that they could be easily dismantled while loading or discharging cargo was in progress.

From Australia to Egypt is a long voyage for a horse, so special provision was made for exercise and airing by covering the hatches in the 'tween decks to form pens, so that a few at a time could get more freedom than was available in the stalls.

Prior to embarkation two ramps were fitted to each horseship, boarded up to a height of 6 feet on each side. Permanent ramps were also fitted in the hatches leading from the upper deck to the stalls in the 'tween decks, and extended as far fore and aft as possible, to facilitate the



FIG. 1. HORSE STALL.

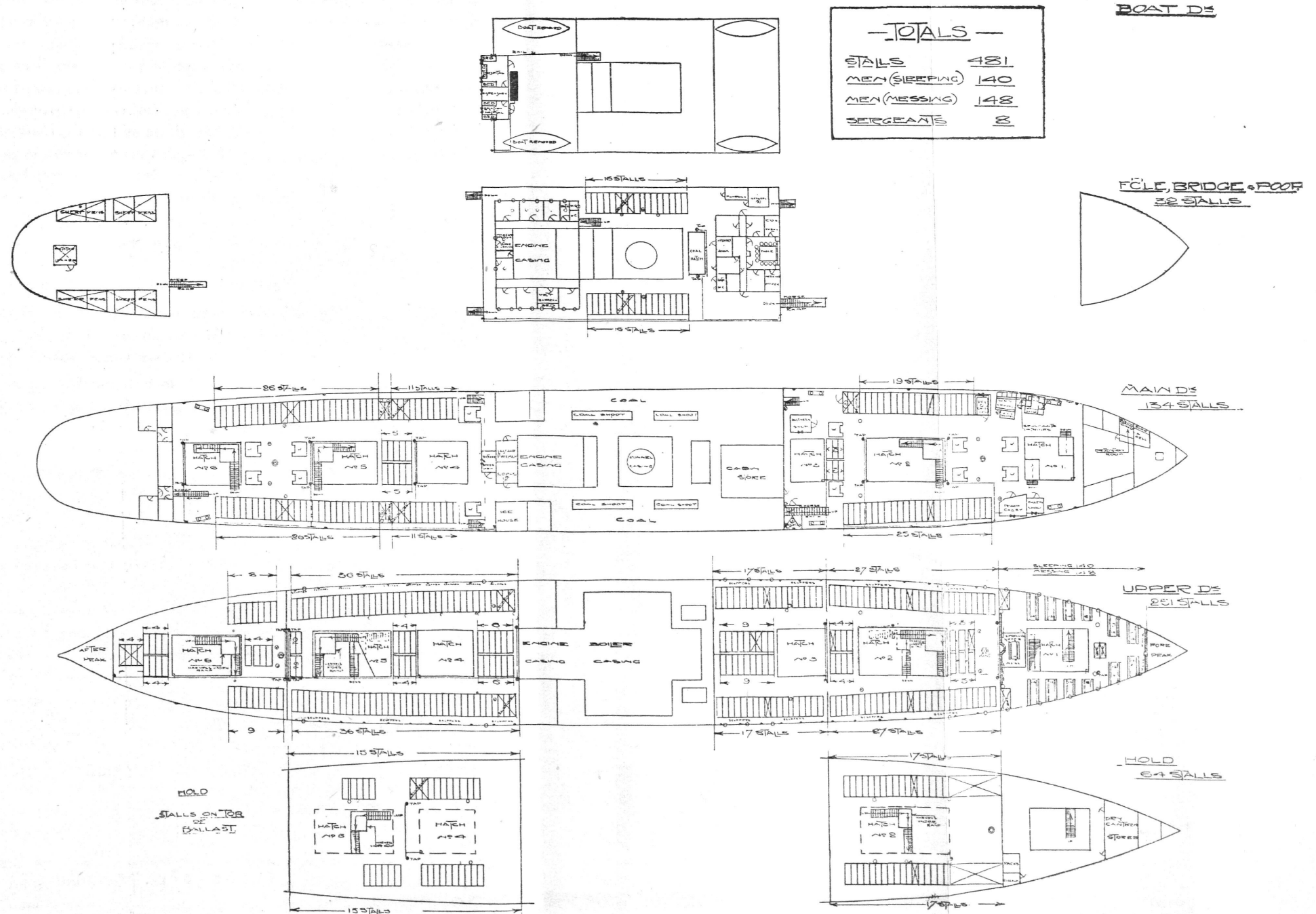


FIG 2. ARRANGEMENT FOR HORSE SHIP.

conveyance of horses from one deck to another during embarkation or while on the voyage. Drainage in the 'tween decks was an important feature of the fitting. Large diaphragm pumps were erected on the upper deck with suctions led to convenient parts of the holds, and this method was found very efficient. In order that the decks should be kept clean and sweet a space affording a clear passage of about 2 feet was left between the back of the stalls and the ship's side, which served the dual purpose of affording easy access for cleaning, and usually provided a draft of air behind the stalls. Electric light supplied by lead-cased wires was fitted throughout, and in the ships of the first convoy harness rooms and pharmacies were erected. About 5 per cent. of the stalls were provided with slinging bars, but these were seldom required. The efficiency of the accommodation is evidenced by the fact that the loss of horses in transit was far below expectations.

Quarters for the troops in charge of the horses were always arranged in the fore end of the vessel, as indicated on Fig. 2, which shows a typical poop, bridge, and forecastle ship.

In all ships additional deck houses had to be erected to contain wash places (see Fig. 3), showers, and latrines (see Fig. 4). Here again hardwood was selected as the most suitable material, and that the choice was a good one is evidenced by the fact that houses of large dimensions, which were erected on ships at the commencement of the war, were still in good condition after four and a-half's years' continuous service.

The general plan followed was first to bolt a strong rabbeted coaming securely to the deck. The sides of the houses were composed of two thicknesses of $\frac{3}{4}$ -in. T. and G. hardwood, the inner skin being laid horizontally and the outer vertically, and between the two a layer of black waterproof paper was placed. Many of these temporary structures have received very rough treatment from the elements, but have satisfactorily withstood the test.

The provision of adequate galley accommodation was another matter which required thought, and at first gave some anxiety. None of the ships had previously been called upon to cater for such large numbers of persons, and consequently new ranges, steam boilers, and steam cookers of the standard passenger ship pattern had to be provided. It was at one time feared that they would be difficult to procure, but local manufacturers rose to the occasion, and all was well.

In nearly all cases the existing accommodation for first, second, and third class passengers had to be gutted, which entailed taking down cabin bulkheads and furnishings, and very often electric wiring, steam-heating pipes, water-pipes, ventilators, &c., while in some instances, in order to avoid dismantling existing coamings, when there would have been the danger of improperly stopped bolt holes and of new

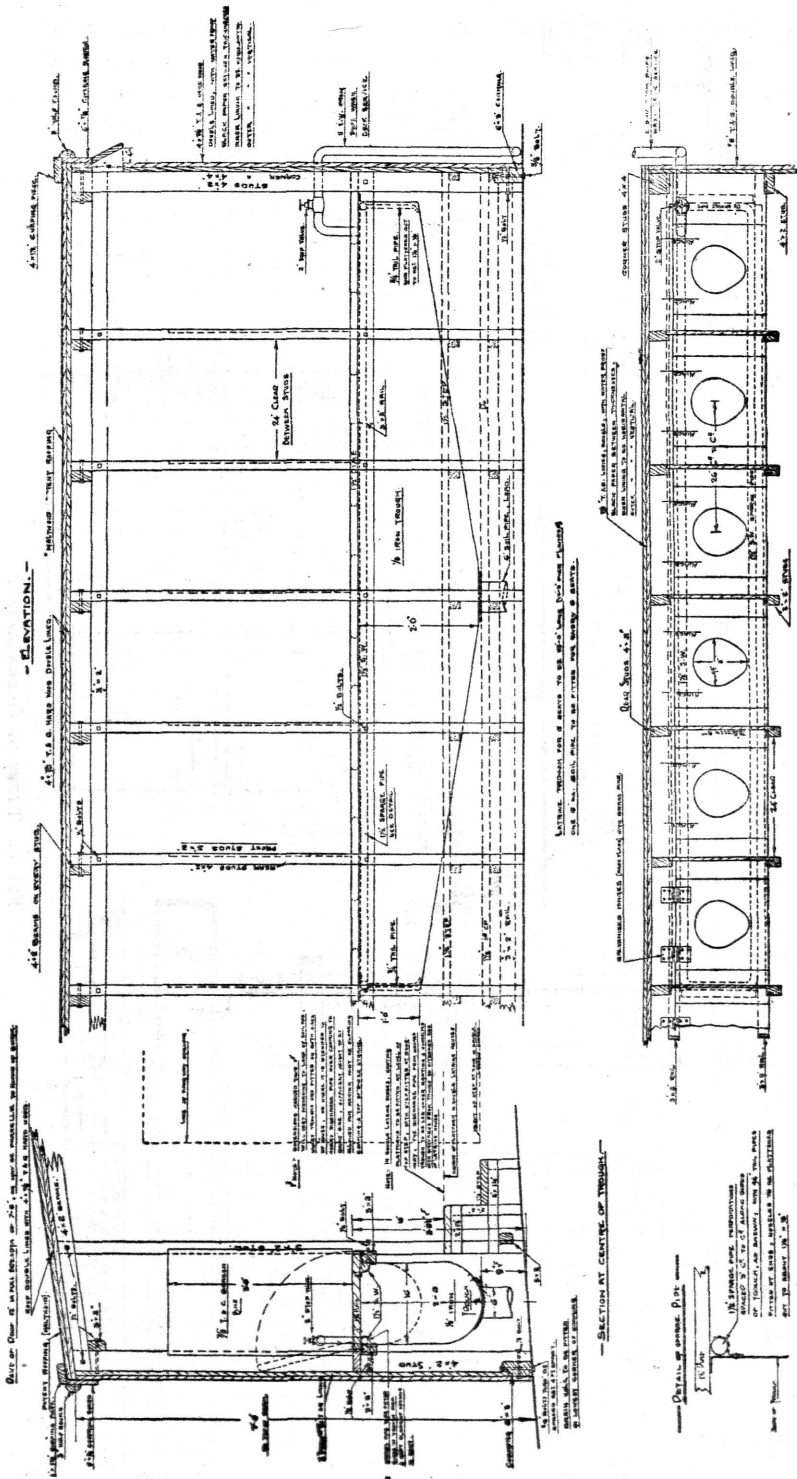


FIG 4. TROOP LATRINES AND DECK HOUSE CONSTRUCTION.

Ship mystery

I WOULD be most grateful if any veteran of the First World War could give me information about a tragic sea incident which happened in January, 1916.

The *Achaia*, on which I was returning to Egypt from the Dardanelles campaign, was one of a convoy of six showing no lights sailing from the Greek island of Mudros.

I had been appointed O.C. Ship, and suffered sleepless nights, as there were over 1000 Egyptians on board, who despite all rules, regulations, and daily searches, successfully concealed and smoked cigarettes.

We were overladen with high-explosives.

On the sixth evening at sea the captain burst into the little dining-room where five other officers and I were chatting after our evening meal.

"Gentlemen," he said, "one of the convoy's captains has gone mad. His is the fastest ship of the convoy, ours the slowest.

"He has signalled that as soon as darkness falls he is going to take a chance, leave the convoy, and make straight for Alexandria.

"I have signalled him not to be a — fool to disobey orders."

Our captain's repeated signals failed to induce the other captain to change his mind; the latter drew his ship out of the line and soon left us behind.

Twenty-four hours afterwards we arrived off Alexandria to find that the ship that had left the convoy had not arrived.

Hours later it crawled into harbor with its bow smashed and crumpled.

We were told it had struck the Australian ship named *Geelong* amidship.

Geelong had sunk into the depths of the Mediterranean in a matter of minutes.

All I could gather at the time was that *Geelong's* cargo was mainly Red Cross ambulance waggons and there was a number of Australian nurses on board.

Can any of your readers tell me:

(1) What happened to the offending captain?

(2) Were any of the crew, nurses, or other passengers rescued?

(3) What number lost their lives?

I understand that the collision took place in total darkness.

—C F. READING
Newcastle.

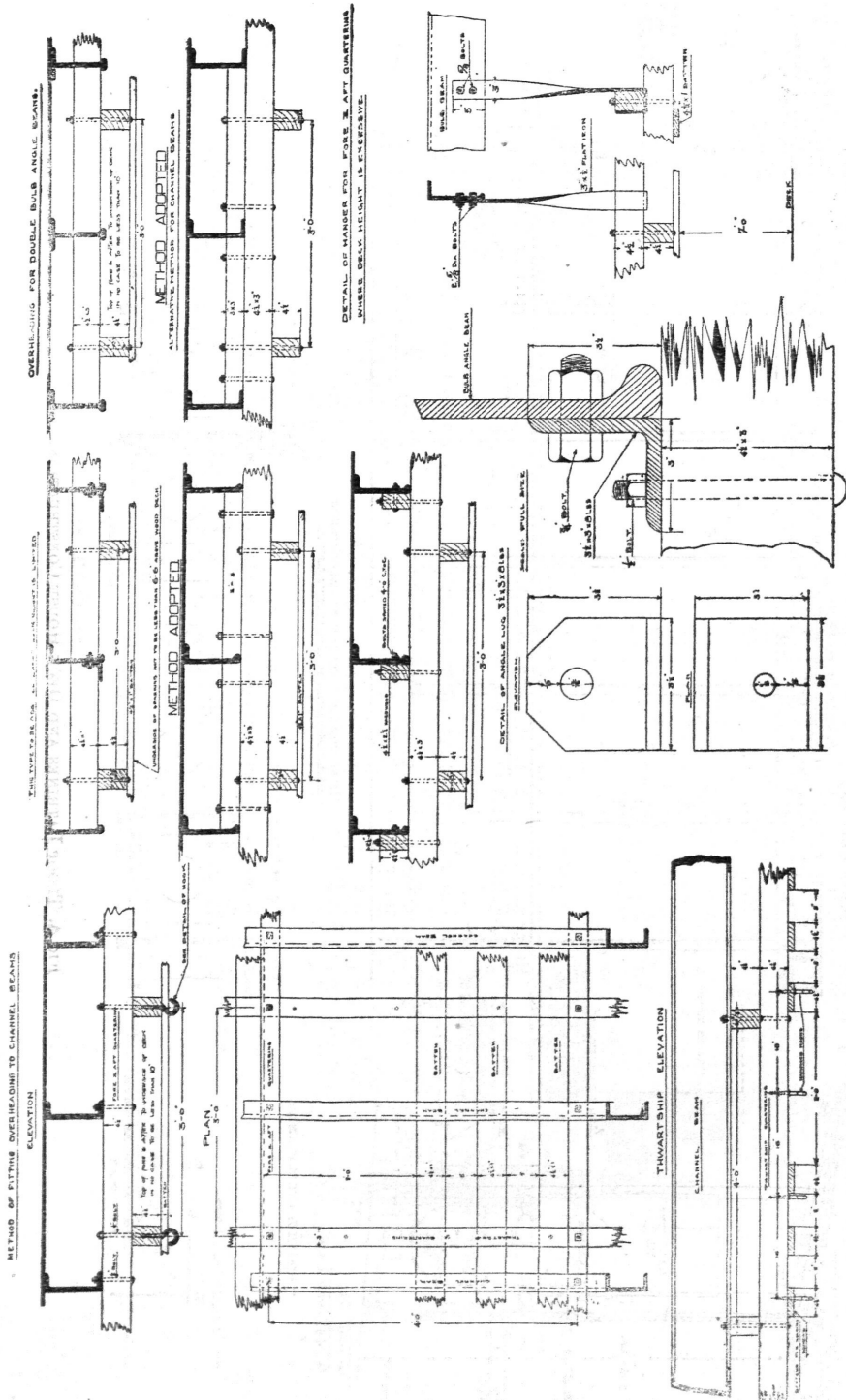


FIG. 5. TYPES OF OVERHEADING.

holes damaging insulation, &c., it was found that time and money would be saved by boarding over the existing coamings and placing the new flooring on top. This method also facilitated the reconditioning of the ships. The overheading to carry the hammocks was of the pattern shown in Fig. 5, the hooks being placed 16 inches apart for troops and 18 inches for sergeants. Types A and B were found to be the quickest and cheapest method.

Access to the troops decks was provided through booby hatches and ladders fitted in the main hatches.

Other necessary furnishing, such as mess tables, rifle racks, hammock bins, and kit racks are shown in Figs. 6 to 9.

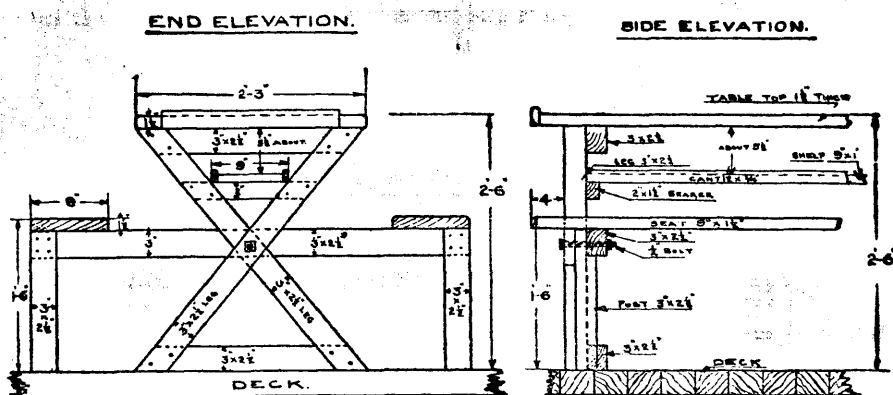


FIG. 6. MESS TABLE.

In addition to fitting the troop spaces, baggage racks, bedding, and blanket stores, dispensaries, ammunition magazines, galleys, pantries, detention cells, and canteens were provided.

Owing to the urgent need of cargo space to take foodstuffs from Australia, the insulated spaces were interfered with as little as possible, and as will be seen from Fig. 10, which shows the general arrangement of a large troop ship, the refrigerated holds were left intact.

The expedition with which some ships were fitted is exemplified by the work on the *Demosthenes*, which was prepared for 1,500 troops in 60 hours. The *Palermo* was fitted up to carry 400 horses and 100 men in 53 hours, during which time 6 steam cranes were dismantled and stowed in the hold.

The ballast tanks of the vessels were utilized for the storage of fresh water, and complete services of both fresh and salt water were provided by means of special piping and connexions, fresh water being laid on to all troop decks.

Throughout all this great rush of work valuable assistance was given to the departmental officers by the masters and members of the ship's staff.

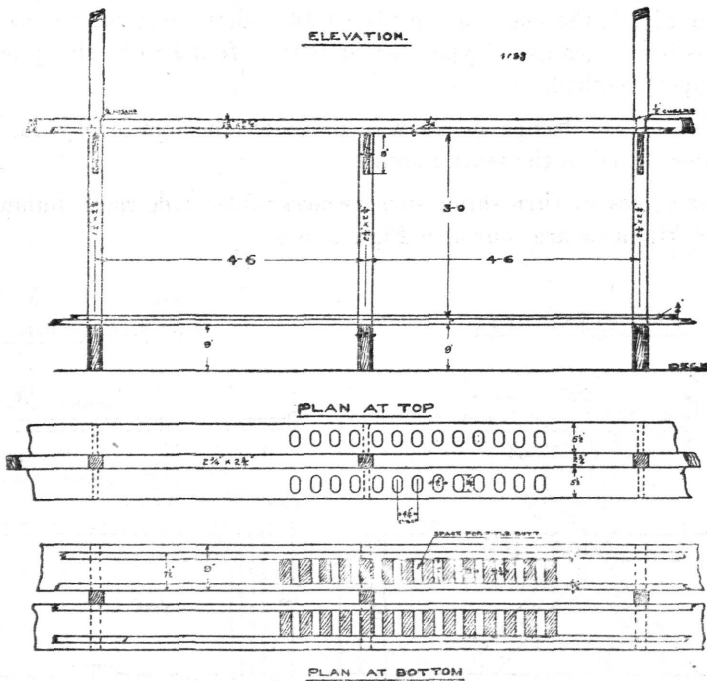


FIG. 7. RIFLE RACK.

Having provided for the accommodation of the troops in transports, the next question was how adequately to feed them on their long voyage. In this connexion the services of Paymaster Captain A. M. Treacy,

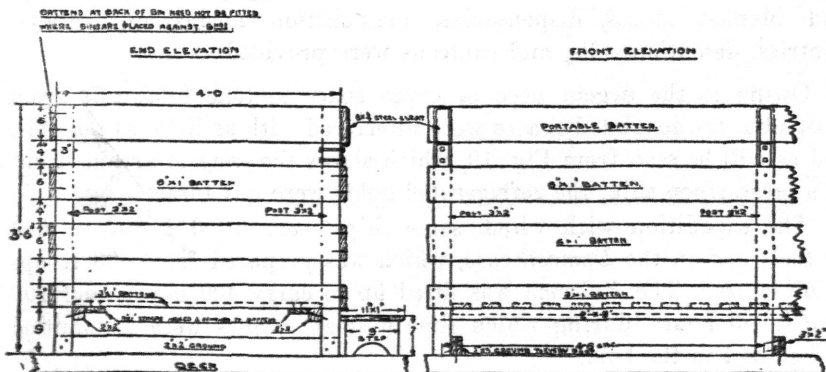


FIG. 8. HAMMOCK BIN.

the Director of Naval Victualling, were sought, and though the problem was a very serious and difficult one, after much tactful negotiation it was overcome.

The objects to be attained were—first, the provision of such a scale of diet as would give satisfaction to the troops, and this considering the standard of living in the Commonwealth and that obtaining in Europe, precluded the scale accepted elsewhere; and second, the best method of supply ensuring the maintenance of the scale determined upon.

There were two courses open. First for the Commonwealth Government to provide the stores to be issued by the providoring officers of the various ships, and alternatively for a scale of rationing to be fixed and the provisions supplied by the owners to be inspected to ensure quality and sufficient quantity, but the ship-owners to feed the men on an agreed rate *per capita*.

The whole matter was very carefully thought over and the difficulties in the way of adopting the first seemed insurmountable. The tally of

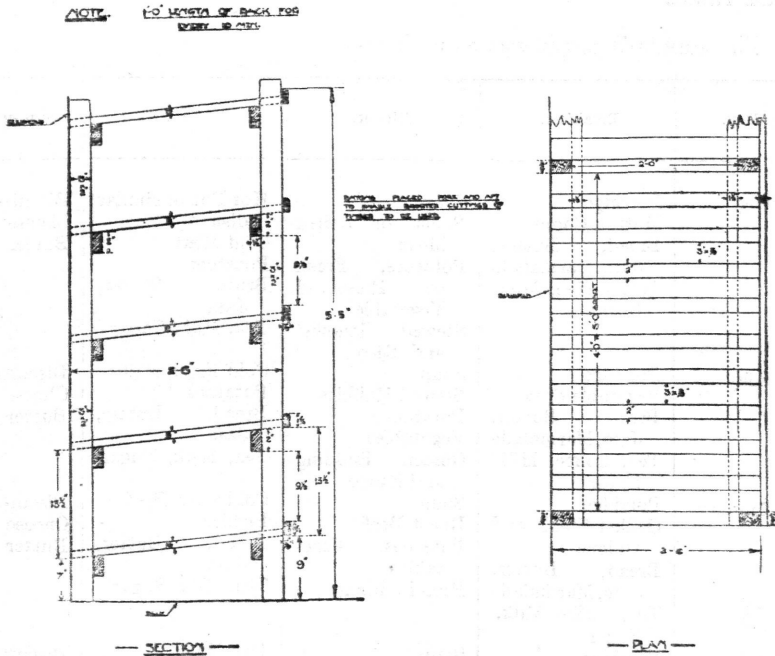


FIG. 9. KIT RACK.

stores and stocks would almost inevitably be unsatisfactory. The issuing officers would be under, at the most, only indirect control, with probabilities of confusion and financial loss to the Government.

It was therefore decided to adopt a *per capita* rate, specifying at the same time the scale of rations to be issued. Nothing quite corresponding to this had hitherto been attempted by the ship-owners, and they were somewhat astounded when they saw the standard menu and the rates proposed by the Naval Transport Authorities.

The representatives of the shipping companies maintained that the menu insisted upon could not possibly be provided for less than 2s. 6d. per head per diem, but Paymaster-Captain Treacy stated that the Naval Board would not for one moment entertain this rate, and further held that 1s. 4d. was sufficient, and was all that would be paid. Of course, if the ship-owners were not satisfied, and would not accept this sum, the whole matter would have to be referred to the Special Arbitration Court, through the British Admiralty, the Commonwealth Government meanwhile paying the amount offered without prejudice. Eventually the rate tendered was accepted. The actual figures agreed on were for officers 6s., for warrant officers and sergeants 3s. 3d., and 1s. 4d. for other ranks.

The standard menu was as under:—

Day.	Breakfast.	Dinner.	Tea.	Supper.
Monday ..	Porridge Mutton Chops Bread, Butter, Jam, Marmalade Tea, Coffee, Milk, Sugar	Soup Roast or Boiled Meat Potatoes, Fresh or Preserved Vegetables Stewed Prunes and Rice	Hot Pot or similar dish Cold Meat Potatoes Bread, Butter, Jam Tea, Milk, Sugar	Biscuits Cheese Butter
Tuesday ..	Porridge Vegetable Stew Bread, Butter, Jam, Marmalade Tea, Coffee, Milk Sugar	Soup Stewed Rabbits Potatoes Vegetables Golden Pudding and Sauce	Cold Fresh Meat Potatoes Bread, Butter, Jam Tea, Milk, Sugar	Biscuits Cheese Butter
Wednesday	Porridge Grilled Steak and Onions Bread, Butter, Jam, Marmalade Tea, Coffee, Milk, Sugar	Soup Roast Beef Potatoes, Vege- tables Rice Pudding	Cold Corn Beef Pickles Bread, Butter, Jam Tea, Milk, Sugar	Biscuits Cheese Butter
Thursday ..	Porridge Curry and Rice Bread, Butter, Jam, Marmalade Tea, Coffee, Milk, Sugar	Soup Roast Mutton Potatoes and Beans Plum Pudding and Sauce	Dry Hash Bread, Butter, Jam Scones Tea, Milk, Sugar	Biscuits Cheese Butter
Friday ..	Porridge Stewed Steak and Onions Bread, Butter, Jam, Marmalade Tea, Coffee, Milk Sugar	Soup Corn Beef Potatoes, Cabbage Stewed Fruit and Rice	Cold Fresh Meat Pickles Bread, Butter, Jam Tea, Milk, Sugar	Biscuits Cheese Butter

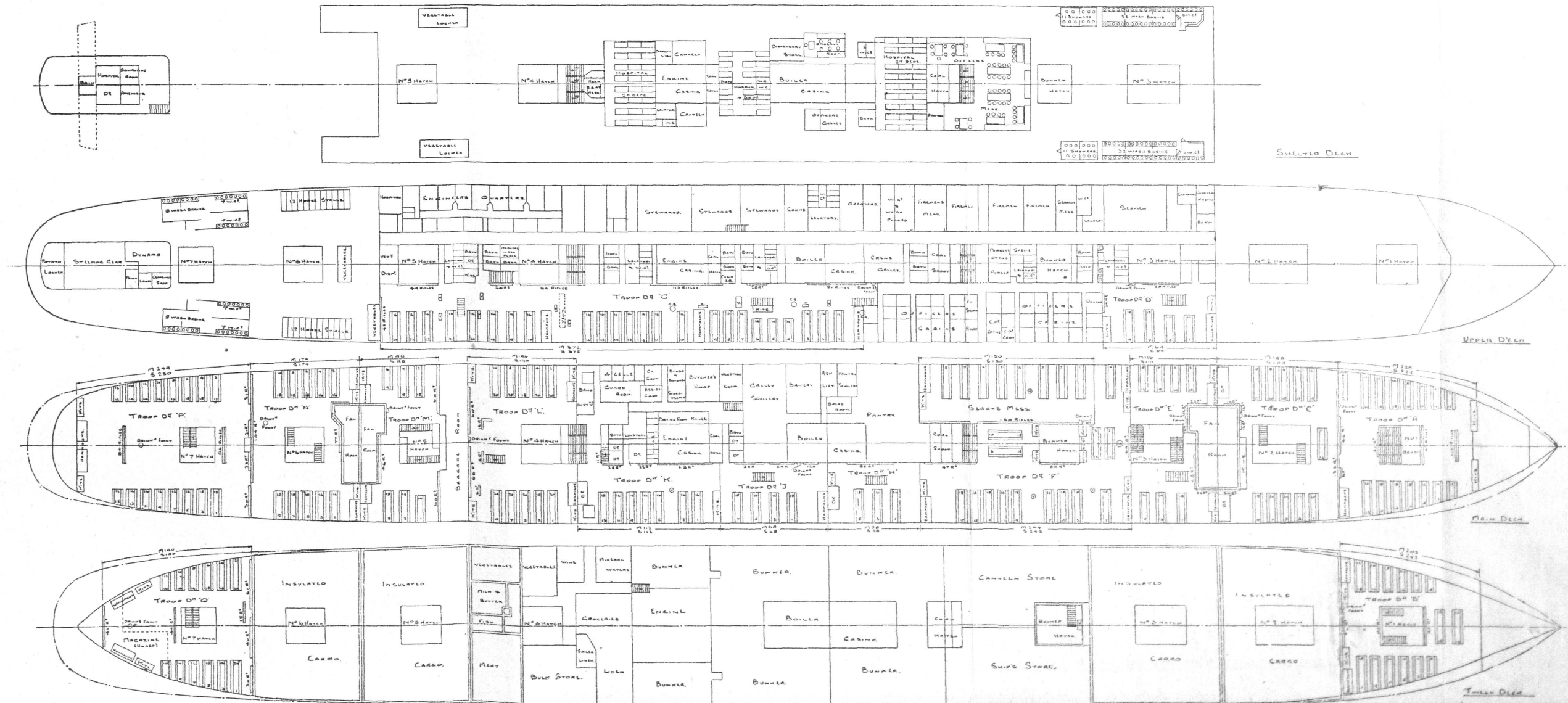
TRANSPORT A40

GENERAL ARRANGEMENT AS FITTED.

1" = 1 FOOT

TOTAL ACCOMMODATION: (MESSING 2721)
(SLEEPING 2720)

HORSE STALLS 24.



Standard Menu—*continued.*

Day.	Breakfast.	Dinner.	Tea.	Supper.
Saturday ..	Porridge Irish Stew Bread Butter, Jam, Marmalade Tea, Coffee, Milk, Sugar	Soup Roast Beef Potatoes, Turnips Rice Pudding	Cottage Pie Bread, Butter, Jam Tea, Milk, Sugar	Biscuits Cheese Butter
Sunday ..	Porridge Liver (or Eggs) and Bacon Bread, Butter, Jam, Marmalade Tea, Coffee, Milk, Sugar	Barley Broth .. Boiled Mutton and Caper Sauce Potatoes, Vege- tables Plum Pudding and Sauce	Cold Corned Beef Pickles Bread, Butter, Jam Currant Buns Tea, Milk, Sugar	Biscuits Cheese Butter

Prices of almost all commodities, however, rapidly increased, so that six months later the rates to be paid for victualling troops were raised to 1s. 6d. Foodstuff values still continued to rise, and at a later date the rate was further increased to 1s. 10d., and this payment continued until the transportation of troops from Australia ceased. The original rates for officers, warrant officers, and sergeants were not changed. There were throughout certain qualifications. If the vessel in which the troops were carried was not supplied with refrigerating appliances so that live stock for meat supplies had to be taken and fed, or the total number of men to be victualled was less than 120, thus spoiling the average, an additional sum of 5d. was paid to cover cost of forage and wages, &c., of slaughtermen and butchers. This was subsequently increased as mentioned above by 11d. and then 1s. 2d.

Although the actual provisioning was delegated to the ship-owners, no care was spared by the Transport Victualling Branch to see that the troops got the rations specified and that the quality of all stores was up to standard.

All provisions, such as dry stores, meats, vegetables, &c., supplied to transports were examined by Government Pure Food and Veterinary Inspectors, who were required to certify that the goods supplied were all of first quality. In addition, all provisions delivered at the ship's side were carefully checked with the orders given, to ensure that an ample supply was placed aboard to maintain the victualling scale for the whole voyage. The complaints, and some one will always be found to complain, in regard to the rationing of outgoing troops were insignificant and generally unsubstantiated, while the methods of inspection and checking, had a marked effect on the victualling procedure in Australian shipping circles.

Some curious results of these inspections occurred, one being the rejection *in toto* of ox liver as an article of food for the troops. It was found that these livers are frequently infested with hydatid cysts and fluke, and are not a desirable adjunct to the menu, although hitherto they had been an important item in a ship's stores.

In supplying meals in accordance with the menu set out above for the third-class passengers the owners were required in the aggregate to provide not less than the quantities undermentioned of the following articles:—

No. of Days each week to be issued.	Article.	Australian Scale per Head.	Imperial Government Scale per Head.
6	Meat, Fresh	lb. oz. 1 4	lb. oz. 0 12
1	Meat, Preserved	0 12	0 12
Daily	Bread	1 4	1 0
"	Vegetables	0 2	0 2
"	Potatoes	0 10	0 10
"	Butter	0 1½	0 1½
2	Rice	0 2	0 2
4	Oatmeal	0 2	0 2
2	Flour	0 6	0 6
2	Suet	0 1	0 1
2	Raisins	0 2	0 2
Daily	Tea	0 0½	0 0
"	Sugar	0 2	0 2½
2	Sugar (extra for puddings)	0 2	0 2
2	Sugar (extra for rice)	0 1½	0 1
Daily	Jam	0 2	0 2½
Weekly	Salt	0 2	0 2
"	Pepper	0 0½	0 0½
"	Mustard	0 0½	0 0½
"	Vinegar	½ pint	½ pint
"	Pickles	0 6	0 6
"	Milk, Condensed, unsweetened, ½-lb. tin	0 2	0 2
Daily	Cheese	0 2	Nil

The owners had to provide all the utensils, &c., required for messing and cooking, an allowance being made by the Government at a rate *per capita* of persons for whom the ship was fitted. Thus:—

Twenty shillings per man up to the first 100;

Seventeen shillings and sixpence per man for the next 100; and

Fifteen shillings per man for all others if above 200;

With two shillings and sixpence in addition for each man berthed on a deck without sidelights.

To pay for lights and for the deterioration of the articles which the owners had to maintain complete in number and in thoroughly good condition, an allowance was made by the Government during the first four months of the employment of the ship as a transport at the rate of one shilling per 100 men for each day actually victualled, after which an allowance was made by the Government at the rate of three shillings per 100 men for each day actually victualled. These rates were to cover all losses or damages by the men, except such as the Commanding Officer was satisfied were wilful or the result of gross carelessness. Should there be any delay on the owners' part in replacing or repairing any of the articles as required, an abatement was to be made from the allowance. The articles were the owners' property.

The arrangements for supply of bedding for use of the troops, and in hospitals of Australian transports, were also matters which were

supervised by the Director of Victualling. During the whole period of the war not one complaint was received at the Navy Office concerning the quantity or quality of the bedding supplied for these purposes.

Approximately 150,000 blankets, 80,000 hammocks, and large quantities of beds, pillows, cots, &c., were purchased.

On arrival of transports in Australia the bedding was removed to shore and washed, clean supplies being given for each voyage. In some cases the bedding had to be fumigated before washing.

On the 27th September the last of the 28 ships was completed and ready to embark her complement of troops and horses.

A list of the vessels of the first convoy, giving the ports at which and the numbers for which fitted, is given below, together with the dates on which they were ready to embark:—

No. and Name.	Speed.	Fitted at—	Ready to Embark.	Fitted for—		
				Officers.	Others.	Stalls.
	knots.					
A.1. <i>Hymettus</i>	11½	Sydney ..	19.9.14	5	110	752
A.2. <i>Geelong</i>	12	Melbourne, Sydney, and Melbourne	14.9.14	62	1,539	..
A.3. <i>Orvieto</i>	15	Sydney ..	16.9.14	209	1,425	22
A.4. <i>Pera</i>	11	Sydney ..	12.9.14	11	100	446
A.5. <i>Omrah</i>	15	Sydney ..	17.9.14	55	1,316	20
A.6. <i>Clan MacCorquodale</i>	12½	Sydney ..	21.9.14	7	129	500
A.7. <i>Medic</i>	13	Sydney ..	18.9.14	31	1,076	283
A.8. <i>Argyllshire</i> ..	14	Sydney ..	12.9.14	100	1,000	397
A.9. <i>Shropshire</i>	14	Melbourne, Sydney, and Melbourne	14.9.14	57	878	461
A.10. <i>Karoo</i>	12	Sydney ..	12.9.14	17	390	438
A.11. <i>Ascanius</i>	13	Sydney ..	20.9.14	70	1,750	12
A.12. <i>Saldanha</i>	11	Melbourne ..	21.9.14	5	50	300
A.13. <i>Katuna</i>	11	Melbourne and Sydney	19.9.14	6	95	528
A.14. <i>Euripides</i>	15	Brisbane ..	18.9.14	136	2,204	20
A.15. <i>Port Sydney</i> ..	13½	Sydney ..	14.9.14	29	499	476
A.16. <i>Port Melbourne</i> ..	13½	Sydney ..	20.9.14	30	511	537
A.17. <i>Port Lincoln</i> ..	12	Melbourne, Sydney, and Melbourne	21.9.14	25	370	376
A.18. <i>Wiltshire</i>	14	Sydney, and Melbourne	22.9.14	36	720	505
A.19. <i>Afric</i>	13	Sydney ..	21.9.14	49	1,390	12
A.20. <i>Hororato</i>	14	Brisbane ..	18.9.14	67	2,000	124
A.21. <i>Marere</i>	12½	Sydney ..	16.9.14	10	100	475
A.22. <i>Rangatira</i>	14	Sydney ..	17.9.14	20	440	490
A.23. <i>Suffolk</i>	12	Brisbane ..	21.9.14	36	1,000	12
A.24. <i>Benalla</i>	14	Sydney and Melbourne	22.9.14	50	1,200	12
A.25. <i>Anglo-Egyptian</i> ..	12	Sydney ..	21.9.14	12	100	549
A.26. <i>Armada</i>	11	Sydney ..	22.9.14	12	272	386
A.27. <i>Southern</i>	11	Sydney ..	19.9.14	7	145	328
A.28. <i>Miltiades</i>	13	Sydney ..	27.9.14	42	977	..

The actual numbers taken abroad, and the dates and ports at which embarkation took place, will be found in Appendix I.

When food became scarce in England it was deemed advisable to make some mutual arrangement in regard to ships' provisions.

On the 18th December, 1917, a conference of representatives of various Government Departments and ship-owners was convened by the Ministry of Food to discuss the question of the supply of victualling stores to ships in the United Kingdom. As a result, it was agreed that a general pool of surplus victualling stores should be established with bonded warehouses at the principal ports, and that all ship-owners should instruct their agents abroad and their masters to make the utmost use of space in storerooms, or unoccupied cabins, &c., for the importation of ship's stores, with a view to any surplus stores, over and above requirements for the ensuing outward voyage, being handed over to the general pool on arrival. The value of such an arrangement was obvious. A line trading, say, to North America, was not in a position to import surplus supplies of tea; whereas lines trading to India were able to bring in large quantities of tea, but had some difficulty in providing themselves with a surplus stock of goods of other descriptions.

The establishment of pool warehouses at several ports in England also saved owners expense and Customs duties in respect of transfer of stores from one port to another.

To tramp owners and liners trading with countries where victualling stores were neither cheap nor plentiful the scheme was even more advantageous.

Chapter III.

DELAYS.

Although everything that could be done was done by the Transport Branch of the Navy Department to expedite the despatch of the first Contingent, circumstances arose which delayed the actual departure of the troops for many weeks.

Several German ships of war were at this period known to be in adjacent waters, although their actual whereabouts were not located.

The *Gneisenau* and *Scharnhorst*, two powerful cruisers, were somewhere at large in the Pacific. The *Emden* had been heard of many times but never definitely placed. Another cruiser, the *Konigsberg*, was believed to be in the Indian Ocean, probably on the route to be followed by transports from Australia or New Zealand.

At 7.30 p.m. on the 24th August a cable was received from the Secretary of State for the Colonies as under:—

“The Lords Commissioners of the Admiralty consider it to be most inadvisable that any portion of Expeditionary Force should be sent at once. There are on the route of transports German warships which have not been yet definitely located, and until they are destroyed or hunted off route transports should not leave without a convoy. Convoy is not at present practicable, as the greater part of the Australian and New Zealand squadrons are engaged in offensive operations in the Pacific. When the Force does start it should be preferably in one convoy and probably by Suez Canal.”

Communication was made at once with New Zealand, and various proposals resulted with the object of effecting a junction between the Australian and New Zealand ships. A cable was received from the Secretary of State for the Colonies on the 24th September:—

“It is proposed to send *Minotaur* and *Ibuki* to Wellington to fetch New Zealand convoy and escort it westward along Australian coast, picking up Australian transports on way and bringing the whole to their destination. This will involve about three weeks’ delay.”

The reply sent from Australia was that several troopships had actually already embarked and started from the eastern States, that all arrangements were complete for others to leave the embarkation ports in time to concentrate in Western Australia on the date originally fixed, but that in view of the Admiralty’s wishes all troopships at sea would be brought to Melbourne or the most convenient port and the departure of others delayed pending further instructions from the Admiralty.

At this time the actual disposition of the ships was as follows:—

The *Orvioto*, *Shropshire*, *Karoo*, *Wiltshire*, *Hororata*, *Marere*, *Benalla*, *Armada*, and *Southern* were in port at Melbourne. The *Clan MacCorquodale*, *Argyllshire*, *Euripides*, *Port Melbourne*, *Afric*, *Suffolk*, and *Miltiades* were in Sydney, the *Geelong* and *Katuna* at Hobart, and at Adelaide the *Medic*, *Ascanius*, and *Saldanha*.

Several vessels were at sea. The *Pera* had left Sydney on the 25th September for King George's Sound direct, but was intercepted and arrived in port in Melbourne on the 27th of the month.

From Brisbane the *Port Sydney* had sailed on the 24th, the *Rangatira* on the 25th, and the *Anglo-Egyptian* on the 23rd, but all were signalled and ordered to Melbourne.

The *Port Lincoln*, which had left Sydney, was sufficiently on her way to make Adelaide the most convenient harbour of refuge.

The troops owing to this unexpected check had to be for the most part disembarked, and the delay entailed serious loss in the provision which had been made of perishable goods. Such foodstuff as could be used was sent to the camps to which the troops had been removed or to institutions as a gift.

Further developments were anxiously awaited, and on the 1st October a report was received that the *Gneisenau* and *Scharnhorst* were at Papiete on the 22nd of September, and consequently for the time out of the range of hostile action.

The British Admiralty were asked by cable if under these circumstances the proposed concentration of the convoy fleet could take place, and on the 4th October a reply was received "Admiralty of opinion that concentration of transports can take place, Australian contingent to await New Zealand contingent before proceeding across Indian Ocean."

The New Zealand Authorities were at once communicated with, and the following reply was received from the Prime Minister:—

"Difficulties have arisen here in this way. Some of our infantry transports departed from here 24th September but were recalled on receipt of the message to the effect that very serious risk being incurred. Another message was received from England to the effect that adequate escort was being arranged to escort transports from Wellington to junction with Australian Expeditionary Forces. Great public anxiety felt as regards what had taken place, and I gave assurance that ships should not go till the escort should arrive. Communications are passing between the New Zealand Government and the Imperial Government, but my Government expects good faith to be kept with regard to escort, and as soon as word comes we can be ready to leave at probably 24 hours' notice. May I ask for your assistance in view of public feeling here and knowing that

powerful German men-of-war are still at large in the Pacific Ocean we could not consent to vessels setting out without sufficiency of protection from the enemy."

Next day the Secretary of State for the Colonies cabled that the *Minotaur* and *Ibuki* would bring the New Zealand ships to the rendezvous. The Australian troops were as soon as possible re-embarked, and all ships were ordered to assemble at Albany, there to await the New Zealand quota and final instructions from the British Admiralty in regard to route and destination.

It had been deemed advisable to place a naval officer on the flagship of the convoy, and Captain A. Gordon Smith, R.N., then acting as Second Naval Member of the Board of Administration, was selected for the position. In the capacity of principal Transport Officer he boarded the *Orvieto* in Melbourne, and was in charge of the fleet until it reached Egypt.

Chapter IV.

THE CONCENTRATION OF THE CONVOY.

The assembled convoy at Albany taxed the resources of that port to the utmost, and difficulties were increased by the stormy weather. The three small tugs available coped valiantly with the work, delivering mails, provisions, and miscellaneous stores of all sorts.

The *Hororata* was found to be somewhat overcrowded, so about 100 men and 3 officers were transferred to the *Omrah*.

There was always danger of the proposed movements of the convoy becoming known to the enemy, so that a strict censorship of all mails and telegrams was carried out on the *Orvieto*, and it was ordered that all closed letters were to be retained in Albany for fifteen days after the sailing of the fleet. Orders to the masters of vessels as to the route to be followed, &c., were issued by the *Minotaur* in sealed covers to be opened after leaving the harbour.

At 6 a.m. on the 1st November the first Australian Division proceeded to sea, the other divisions following at intervals of half an hour. Station keeping was on the whole good, and at 10.30 a.m. the convoy was formed up and proceeded against a head wind and sea at about 9 knots.

At 4 p.m. on the 3rd November the *Medic* and *Ascanius* joined the fleet, and took up their stations in the second division. They were escorted by the Japanese warship *Ibuki* and H.M.A.S. *Pioneer*, the former remaining in company with the convoy and the latter returning to Fremantle.

The ships continued their voyage in formation as shown below:—

PLAN OF CRUISING ORDER.

H.M.S. *Minotaur*.

6 Miles.

	<i>Wiltshire.</i>	<i>Orvieto.</i>	<i>Euripides.</i>	
	<i>Medic.</i>	<i>Southern.</i>	<i>Argyllshire.</i>	
	<i>Ascanius.</i>	<i>Pera.</i>	<i>Shropshire.</i>	
	<i>Star of</i>	<i>Armada.</i>	<i>Afric.</i>	
H.M.A.S.	<i>England.</i>	<i>Saldanha.</i>	<i>Benalla.</i>	H.I.J.M.S.
<i>Sydney.</i>	<i>Geelong.</i>	<i>Katuna.</i>	<i>Rangatira.</i>	<i>Ibuki.</i>
	<i>Port Lincoln.</i>	<i>Hymettus.</i>	<i>Port Melbourne.</i>	
	<i>Karoo.</i>	<i>Suffolk.</i>	<i>Hororata.</i>	
	<i>Marere.</i>	<i>Anglo-</i>	<i>Omrah.</i>	
	<i>Clan</i>	<i>Egyptian.</i>	<i>Miltiades.</i>	
	<i>MacCorquodale.</i>			
	<i>Maunganui.</i>		<i>Arawa.</i>	
	<i>Hawkes Bay.</i>		<i>Athenic.</i>	
	<i>Star of India.</i>		<i>Orari.</i>	
	<i>Limerick.</i>		<i>Ruapehu.</i>	
	<i>Tahiti.</i>		<i>Waimana.</i>	

4 Miles.

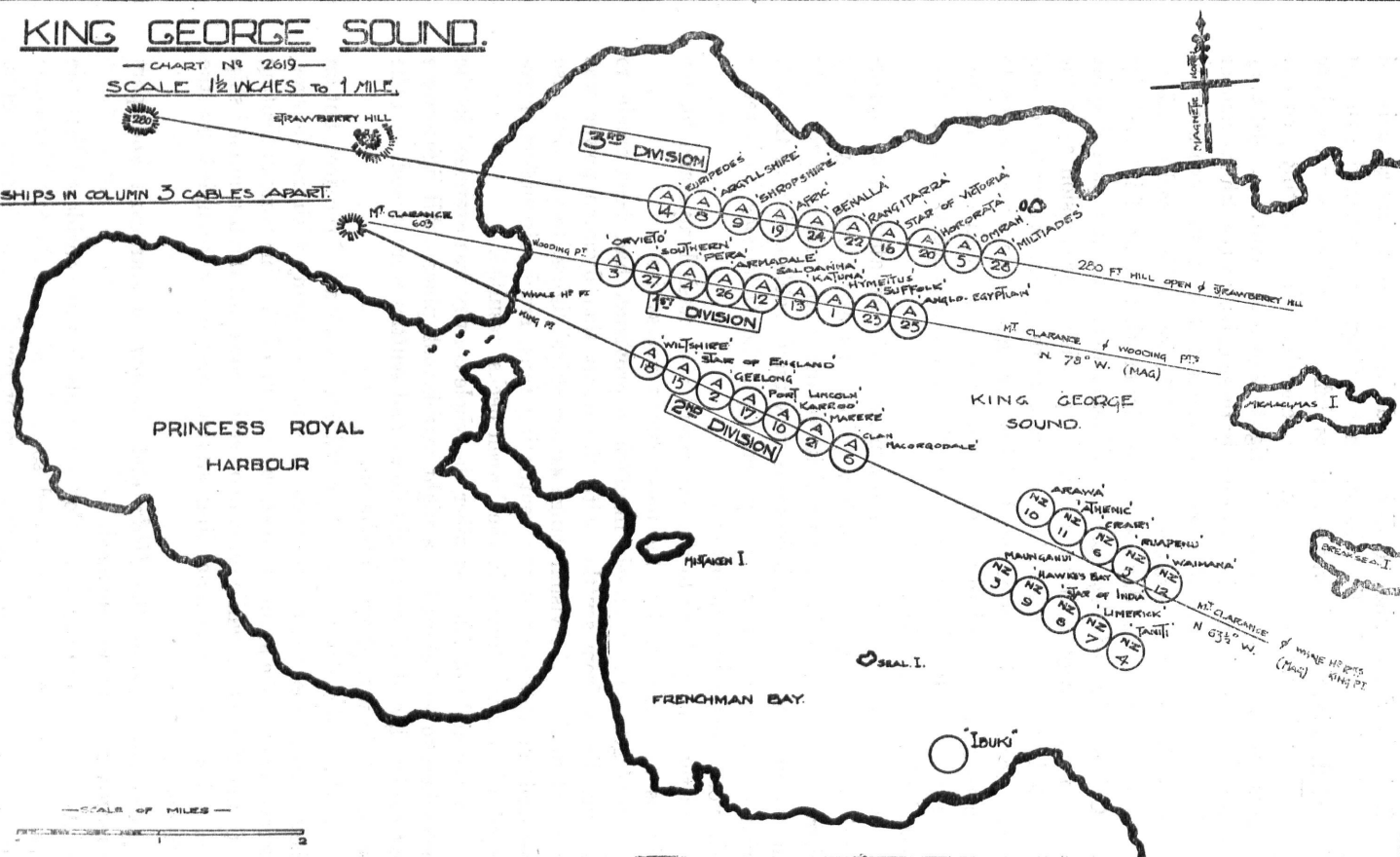
H.M.A.S. *Melbourne*.

KING GEORGE SOUND.

— CHART No 2619 —

SCALE 1/2 INCHES TO 1 MILE.

SHIPS IN COLUMN 3 CABLES APART.



THE FIRST CONVOY ASSEMBLED IN KING GEORGES'S SOUND.

Owing to the weather conditions and the poor steaming capacity of some of the ships the lines became not infrequently much drawn out during the night, and it was sometimes difficult for the slower vessels to pick up their stations next day. In addition, the escorting cruisers complained of the brilliancy of the lights shown at night. As ordinary signalling seemed insufficient to remedy these evils, on the 5th November during the forenoon the *Minotaur* put about and steamed down between the lines signalling ships to close up, which action had an excellent effect.

The evening of this day was marked by another event of interest, for the Orient ship *Osterley* homeward bound overtook and passed quite close to the convoy, filling those in charge with apprehension as to the possible leakage of information in regard to the fleet's strength, formation, escort, and course or speed. Most stringent orders were given to the master of the mail ship that no communication with the shore was to be allowed at Colombo until the Naval Intelligence Officer at that port had been consulted.

At the same time the faster steaming mail ship afforded an opportunity of notifying the convoy's requirements at Colombo by getting there well ahead, so that the requisite preparation could be made. As the use of long-distance wireless was very undesirable owing to the still unknown whereabouts of enemy warships, the *Osterley's* indiscretion was not an entirely unmixed evil.

As the convoy drew to the northward even flash lamps and buzzer signals were restricted to the most urgent necessities.

In a good many vessels insufficient provision had been made to obscure lights from scuttles, with the result that dynamo power was reduced to limit the visual range of the ships' lights, but as this also reduced the efficiency of the ventilating fans, much discomfort, more especially for the troops in the 'tween decks, resulted.

On the night of 7th November the whole convoy was exercised in the procedure to be followed if a night attack took place. All lights were extinguished, and all watertight doors and scuttles were closed, and the troops fell in with their lifebelts on.

Hitherto the *Minotaur* had steamed 6 miles ahead of the fleet, but on the 8th November she received orders to part company with her charges. Before leaving she steamed down to the rear of the line communicating with the *Melbourne*, while the convoy eased down till the last-named ship had taken up the commanding station previously occupied by the *Minotaur*.

The positions of the *Ibuki* and *Sydney* to starboard and port respectively were not changed.

As the convoy neared the Cocos Islands it was considered that the danger of possible attack increased, so on the night of the 8th November all ships were in absolute darkness except for the shaded stern lights. That this action was justified was shown when it transpired next day that the *Emden* must have crossed the course of the convoy from 20 to 40 miles ahead.

The story of the *Sydney* and the *Emden* has been told already and will probably be told again, but in this account of the voyage of the first convoy the very brief and succinct reference to the event may well be quoted in the words of the naval officer in charge.

"9th November.—Having passed 50 miles east of Cocos in the night, course was altered for Colombo, N. 45 deg. W., at 8 a.m. At 6.30 a.m. the *Orvieto* picked up an S.O.S. signal presumed to be from Cocos, followed by the words 'Strange cruiser at entrance.' This was passed to the *Melbourne*, who immediately signalled to the *Sydney* to proceed. At 6.50 a.m. the *Sydney* parted company, steaming at full speed for Cocos. At 9.35 she reported sighting the enemy, later that the enemy was steering north, and that she had engaged her. At 11.20 the *Sydney* reported that the enemy had beached herself to save sinking, and shortly afterwards the *en clair* signal was intercepted—'Emden beached and done for.' Later the *Sydney* reported that she was chasing the enemy's collier, and that her casualties were two killed and thirteen wounded.' "

The *Melbourne* and *Ibuki* had in the meanwhile cleared for action (the *Melbourne* with the Australian ensign at the main, the Jack at the fore, and a large white ensign at the peak), and steered to intercept the enemy away on the port beam, but remaining in sight of the convoy.

The *Konigsberg* was still a menace, so on the night of the 10th the fleet was once again in total darkness, with the usual accompaniment of lack of ventilation and discomfort. Next day, however, news was received that convinced those in command that the German cruiser could not be in the vicinity, and lights of reduced power were permitted during the night.

At daylight the *Suffolk* and *Anglo-Egyptian* were seen to have lost station, the former being even far astern of the New Zealand ships. The *Orvieto* consequently reduced speed, and fell back to the rear of the convoy to admonish the delinquents. On the way the instructions in regard to throwing overboard floating material were impressed on each vessel.

It might have been thought that after days and nights of anxiety the necessity for avoiding the chance of giving any clue to the enemy as to direction taken by the convoy would have been appreciated.

On the night of 12th November the *Orvieto* received a signal from the *Melbourne* to close, in order that the two ships could communicate at daybreak, and in the early dawn the vessels stopped, and Captain Silver, of the *Melbourne*, boarded the *Orvieto* and announced that he had been instructed to quit the convoy. After giving final directions he left for the west, and the *Ibuki* took station 3 miles ahead while the *Orvieto* led the fleet.

The 12th was rather an eventful day, for in the afternoon the armed merchant cruiser *Empress of Asia* passed at full speed bound for the Cocos Islands, signalling "Good Luck, Australia " as she sped by. Later the same evening the *Empress of Russia*, also an armed merchant cruiser, passed at 20 knots bound for the same destination. The day

after the action the *Orvieta* and *Maunganui* both offered to go back and pick up the wounded, but the arrival of the *Empress of Russia* rendered such action unnecessary.

In the early morning of the 13th November H.M.S. *Hampshire* joined the convoy to shepherd it into Colombo. Just before she picked up, however, she received later instructions to proceed direct to Colombo, so the New Zealand contingent with the *Anglo-Egyptian*, *Rangatira*, and *Karoo* went on ahead with the warship to enable them to start watering, coaling, &c., and to give time for the first-named ship to transfer some of her fodder cargo to the *Karoo* to replace the damaged stuff thrown overboard. Before the *Hampshire* left she signalled press news up to the 9th November, which included a report, which afforded some relief, to the effect that the *Chatham* had bottled the *Konigsberg* up in the Rufigi River and was bombarding her. The *Ibuki* also contributed her quota of news by signalling that Tsingtao had fallen. Congratulations were offered, and most appreciatively acknowledged by the Japanese. Next day the *Hampshire* signalled that she was hastening to Colombo, and that the track in which the convoy was now travelling was considered quite safe from the enemy.

On the 15th November the *Sydney* and the *Empress of Russia* on their way to Colombo passed the Australian vessels in the early morning, and by 1.30 p.m. the whole fleet arrived off the port. Station was on the whole very well kept, and by the time anchors were let go the convoy presented a smart and imposing appearance.

The Russian cruiser *Askold* was in harbour, but shortly after the arrival of the Australian ships she came out and anchored to seaward to act as guardship.

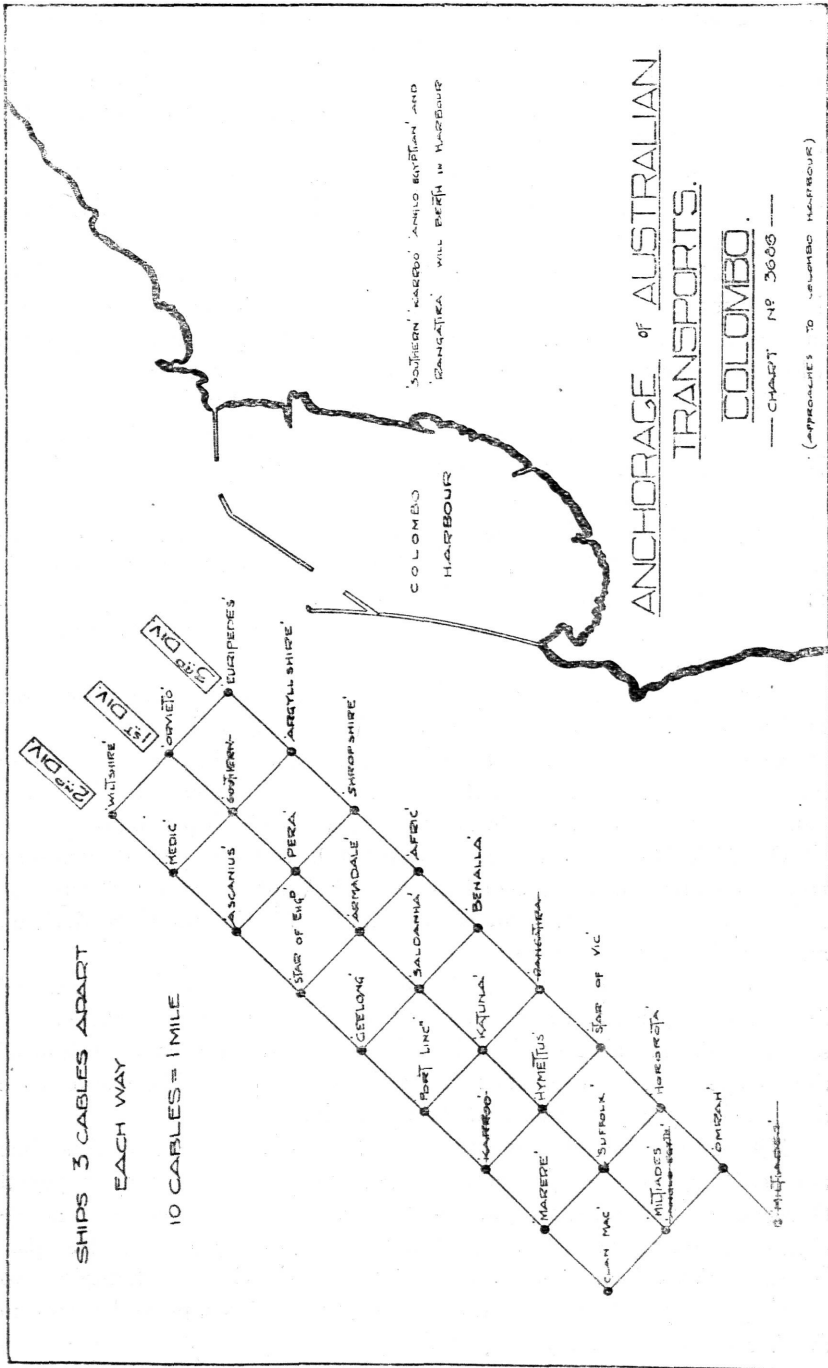
A copy of Captain Gordon Smith's plan showing the disposition of the ships outside Colombo Harbour is reproduced on another page. The *Orvieta* and *Omrah* took on board prisoners from the *Emden*, in the first-named ship being Captain Karl von Muller and Lieut. H.S.H. Prince Franz Josef of Hohenzollern.

Owing to the number of ships requiring coal and water, the poor facilities for watering outside the harbour, and the lack of space inside, which necessitated the vessels entering in relays, considerable time was consumed in meeting their requirements. Everything went off as well as could be expected except that the *Anglo-Egyptian* on her way out struck the breakwater and remained inside to effect repairs, though the damage was but slight.

By 11 a.m. on the 17th November all was in readiness to continue the voyage, so the 1st and 2nd Divisions weighed and proceeded, the *Hampshire* following out of the harbour shortly afterwards.

The 3rd Division with the *Ibuki* in company did not get under weigh till 6 p.m.

It had been arranged that the 3rd Division, which was composed of comparatively fast ships, should push on at $12\frac{1}{2}$ knots independently,



coal at Aden, and then rejoin the rest of the convoy at the first opportunity. The expectations as to speed were, however, not fulfilled, and it was 5 p.m. on the 20th November before the main convoy was overtaken. The *Afric* it had been found could make very little more than 11 knots, so the *Ascanius* was ordered to exchange places with her. As the *Ibuki* desired to push on to Aden, having been ordered on other duty, she proceeded with the 3rd Division.

A serious mishap occurred in the early morning of the 21st November, when the *Ascanius* struck the ship ahead, the *Shropshire*, damaging her upper works but inflicting very serious injuries to herself, a rent being torn in her port bow 24 feet long. Fortunately no lives were lost. It was supposed that some men had gone overboard, so boats were lowered and the *Hampshire* turned on her searchlights, but it was found when the troops and crews were mustered that they were all there.

The main convoy altered course when the collision occurred and continued on its way, but the 3rd Division was necessarily delayed. By noon they were nevertheless in station again, and by sunset were hull down in advance of the rest of the fleet.

Expedition in leaving Aden was desirable as an Indian convoy was known to have left Bombay on the 19th of the month, which made it due at Aden late on the 26th. The *Orvieto* therefore hauled out of line and was joined by the *Hampshire*, when a conference was held and all arrangements made for quick despatch.

The *Hampshire* had been at sea for a long time and was very short of fresh provisions, so it was decided that the two ships should each evening steam well ahead of the convoy, and that when possible frozen meat should be transferred to the warship from the *Orvieto*. This was done, greatly to the satisfaction of the *Hampshire's* ship's company.

On 24th November the *Hampshire* and *Orvieto* parted company from the convoy, and proceeded ahead at 15 knots to coal and water at Aden, where they arrived shortly after the *Ibuki* with the third division and the New Zealand ships.

The rest of the convoy, with Commander Jones in charge, proceeded at their best speed, and later anchored off the port. The re-united fleet sailed on the morning of the 26th November, and the continuation of the voyage from Aden to Suez was without incident. The troops were disembarked partly at Suez and the rest at Alexandria.

Military operations in the Eastern Mediterranean had by this time reached very serious proportions, and the needs of the Imperial Government for transport purposes in this theatre of the War necessitated the taking over of many of the Australian requisitioned ships.

Some vessels continued their voyage to the United Kingdom to discharge cargo, others were used for carriage of troops and stores to the bases for the Gallipoli operations, and only 10 of the 28 vessels forming the convoy returned direct to Australia for further transport service.

Chapter V.

THE SECOND CONVOY.

As it was impossible for any of the ships from the first convoy to return to Australia in time to embark the second contingent, it became necessary to requisition and fit the following vessels:—

Name.	Gross Tonnage.	Owners.	Fitted at—	Fitted for—		
				Officers.	Others.	Stalls.
A.29. <i>Suevic</i> ..	12,531	Liverpool White Star	Melbourne	40	510	527
A.30. <i>Borda</i> ..	11,136	P. and O. Branch Line	Brisbane and Sydney	26	550	260
A.31. <i>Ajana</i> ..	7,759	Australind S.s. Co.	Sydney ..	17	410	304
A.32. <i>Themistocles</i>	11,231	Aberdeen White Star	Melbourne	100	1,220	..
A.33. <i>Ayrshire</i> ..	7,763	Scottish Shire Line	Sydney and Brisbane	20	330	297
A.34. <i>Persic</i> ..	12,042	Liverpool White Star	Sydney ..	40	520	491
A.35. <i>Berrima</i> ..	11,137	P. and O. Branch Line	Sydney ..	60	1,500	..
A.36. <i>Boonah</i> ..	5,926	ex-enemy, Melbourne	Sydney ..	5	120	498
A.37. <i>Barambah</i> ..	5,923	ex-enemy, Hobart ..	Sydney and Brisbane	5	120	498
A.38. <i>Ulysses</i> ..	14,499	Ocean S.s. Company..	Melbourne	100	2,000	22
A.39. <i>Port Macquarie</i>	7,236	Commonwealth and Dominion Line	Sydney ..	25	371	456
A.40. <i>Ceramic</i> ..	18,481	Liverpool White Star	Melbourne	100	2,700	24
A.41. <i>Bakara</i> ..	5,930	ex-enemy, Cannstatt ..	Melbourne	6	120	348
A.42. <i>Boorara</i> ..	6,570	ex-enemy, Pfalz ..	Melbourne	6	150	414
A.43. <i>Barunga</i> ..	7,484	ex-enemy, Sumatra ..	Melbourne	6	140	367
A.44. <i>Vestalia</i> ..	5,528	Gow, Harrison and Co.	Melbourne	5	118	440

In the next chapter some account is given of the ex-enemy ships which were interned or captured in Australian waters, and it will be seen that owing to the prompt action of the Transport Branch of the Navy Department it was possible to include five of these vessels in the second convoy. The actual embarkations in the ships at each port will be found in Appendix I., but as this is the last occasion for a considerable time when it was expedient to send the transports in company, although the necessity for the escort of warships was no longer deemed essential, a short account of the voyage is of interest.

As in the case of the first convoy the second assembled at Albany, the *Ulysses*, with Acting Captain C. R. Brewis, R.N., aboard as Senior Naval Transport Officer, being Flagship. By the evening of the 28th December the whole Fleet, with the exception of the *Suevic* and *Port Macquarie*, had arrived, and these vessels put in an appearance at daylight the following day. The weather was very stormy, with a high sea and strong wind, which rendered the operations of the launches which acted as tenders both difficult and dangerous, but the little boats were skilfully handled and their work was accomplished without mishap.

The *Bakara*, one of the ex-enemy ships, had arrived at Albany somewhat earlier than most of the fleet with her bunkers on fire, and had gone inside to the pier. The fire was subdued by 6 o'clock on the evening of the 29th December and the discharge of the coal was commenced, and though work could have been more satisfactorily carried out in the Sound had the weather conditions been at all favorable, as things were it had to be performed where she lay.

Steam was raised in all ships for a start at a quarter to five on the morning of the 31st December, but as final permission to sail had not been received fires were banked and the convoy did not actually get under weigh until 8 o'clock.

While weighing anchor the *Barunga*, another of the ex-enemy ships, developed engine trouble which completely disabled her, so that a departure was made without the two vessels named.

The fleet proceeded out of harbour in single line, but when clear of the land formed into two columns and later into three, the disposition of the vessels being as under:—

Berrima with Submarine *AE 2* (Commander Stoker) in tow.

Ceramic.

Ulysses.

Themistocles.

Suevic.

Westralia.

Port Macquarie.

Persic.

Ayrshire.

Boorara.

Borda.

Boonah.

Willochra.

Barambah.

Verdala.

Knight of the Garter.

At 2 p.m. the next day the *Ajana* joined the convoy and took up station astern of the *Themistocles*.

One of the New Zealand ships, the *Knight of the Garter*, was supposed to be only a 10-knot vessel, and it was feared that her presence would retard progress, but to the general surprise difficulties of this sort occurred in quite different directions. At a speed of $10\frac{1}{2}$ knots all except the *Ayrshire* were able to keep their positions, so she was ordered to drop back astern of her column and speed was increased half a knot.

All went well until the morning of the 2nd January, when the submarine's tow line parted, and as there was a strong southerly wind and considerable sea connexion could not be resumed till next morning, and in the meantime she proceeded under her own power.

Some alterations were made in the disposition of the ships on the same day, the main object being a better distribution of the armed vessels, and incidentally by the necessary easing of speed to enable the laggards to regain stations.

The *Ayrshire*, however, still continued to drop behind, and gave the explanation that although the number of her staff of firemen was sufficient the efficiency was by no means what could be desired.

Nothing of unusual interest happened until the 5th January, when further delay occurred owing to the submarine's tow-line again parting. Attempts that day to pass another line were unsuccessful, so once more the little vessel proceeded under her own power throughout the night. Next day efforts were rewarded, and in the early morning the *Berrima* resumed the tow.

About this time it was discovered that the three White Star ships *Ceramic*, *Suevic*, and *Persic* had left Australia with very much less coal aboard than they should have carried. It was, therefore, considered advisable, if the route was clear, to detach these vessels and send them direct to Aden to replenish bunkers. Before taking action an attempt to communicate with the Navy Department via Cocos Islands was made, when it was found that the station had not been restored since the visit of the *Emden*, but that the *Empress of Japan* was in Refuge Bay and could pass through any messages. The requisite reply having been received from Melbourne, the three White Star vessels were ordered on the 12th January to part company with the convoy and proceed direct to Aden. The withdrawal of these ships made a slight re-arrangement of the columns desirable, and the *Borda* took up position astern of the *Themistocles*, leaving the three New Zealand transports in a column of their own.

The convoy arrived at Colombo early on the 13th January and berthed in the harbour, the poor *Ayrshire* turning up some nine hours after the rest had anchored.

The general arrangements for coaling, provisioning, &c., were on this occasion much more satisfactory, and on the following day the first transport left the harbour and anchored outside, the rest following as pilots became available. A start might have been made at once were it not that the new towing gear for the submarine was not complete and she could not continue her voyage without it.

Some trouble was experienced with the troops while in port. About 500 broke ship, but before sailing all but 22 came aboard, and these were later picked up by the *Bakara* and brought to their destination.

Though not quite as imposing a picture as the first convoy, the ships as they left Colombo on the morning of the 15th January in three columns, line ahead three cables apart, presented an inspiring sight. Station was well kept, and the Masters had by this time acquired greater proficiency and confidence in carrying out fleet tactics.

The *Ayrshire* alone had difficulty in keeping up a speed of 11½ knots, and when on the 17th January she reported that her condensers were leaking permission was given her to come along as best she could and to rendezvous at Aden.

All went on quietly with the exception of the interception of numerous wireless messages between other unseen ships till on the morning of the 21st January a vessel having the appearance of a cruiser was sighted a

few miles to the northward, and until the character of the steamer could be ascertained it was deemed advisable to take the precaution of placing the *Berrima* and the submarine on the starboard beam of the convoy as a protection in the event of enemy attack.

As the unknown ship approached she was seen to be flying the white ensign, but she hoisted no signals and offered no reply to repeated wireless calls. At 2 o'clock the submarine cast off her tow and prepared for emergencies. Fortunately her aid was not required, for about half an hour later the stranger gave her name, the *Dufferin*, of the Royal Indian Marine, proceeding to Aden.

No further incidents of moment occurred, and the convoy arrived safely at Aden at 9 a.m. on the 22nd January.

It was necessary for the crew of the submarine to have a few hours' rest, so the voyage was not continued till 5 p.m., when the convoy weighed and steamed for Suez. An accident, however, occurred which for the time being crippled the *Berrima*. As she was weighing anchor she fouled the submarine cable, and the tow line of *AE 2*, which had been cast off while the larger vessel was trying to get clear, fouled the *Berrima's* starboard propeller. This necessitated her waiting behind and entering harbour next morning to get it cleared.

The *Ceramic*, *Persic*, and *Suevic* had joined up as arranged and once more took their allotted stations, and the convoy proceeded at $11\frac{1}{2}$ knots, the submarine using her own power until the 25th January, when the *Borda* took her in tow. At 4 a.m. on the 28th the fleet anchored in Suez Bay; the *Borda* and her charge arrived four hours later, the *Ayrshire* at 11 a.m., and the *Berrima* at 6 o'clock in the evening.

Next morning the *Bakara* arrived, bringing with her the 22 men who had been left behind at Colombo.

The *Berrima* entered the canal, and followed by the rest of the transports anchored that night at Ismailiah. All along both sides of the canal were entrenchments and wire entanglements and Camps of British Territorials and Indian Troops, while aeroplanes and hydroplanes hovered overhead.

Next day the transports proceeded to Port Said, where orders were received to continue to Alexandria for the disembarkation of all troops. It was arranged that vessels should travel independently as they completed coaling and watering. The whole of the ships reached Alexandria by the 3rd February, and the disembarkation of the contingent was completed by the 7th of the month.

The story of the second convoy as a convoy ends at Alexandria, although the ships with their cargo and passengers (on account of the Imperial Government) continued their voyage to England.

For some time, although the vessels despatched from Australia were sent in groups and were designated convoys, no armed escort was deemed necessary until the war zone was reached. Early in 1917,

however, the Naval Board was informed that the Admiralty considered that, under existing circumstances, no troops should come forward from Australia, and that steamers ready to sail should be despatched without delay, leaving troops to come on by later vessels. The *Euripides* and *Armada*, via the Cape, and the *Itria* and *Kabinga*, via Suez had, in accordance with this ruling, been despatched without troops on board.

The Admiralty further intimated that troops should not be embarked in the mail steamer *Mongolia*, which was to sail from Sydney on the 19th March.

Meanwhile, the *Hymettus* had been recalled to Colombo on the 6th March. It was suggested to the Admiralty that the few troops on board should be landed and retained on shore to come on by a later steamer as soon as the embargo was removed, thus permitting the *Hymettus* to proceed on her voyage.

Several transports sailed from Australia without troops, owing to the Admiralty's decision that troopships with troops on board should not leave without escort.

Arrangements were later made to supply the escort for the first part of the voyage.

During the embargo on conveyance of troops unescorted through the Indian Ocean, the *Morea*, homeward bound from Australia with troops for Egypt, was diverted to Bombay to disembark her troops shortly after leaving Colombo. The *Hymettus* was allowed to come on from Colombo after disembarking her troops, the oncarriage of these troops being arranged by the Imperial Authorities who utilized the *Mashobra*.

The Admiralty, in response to an inquiry put forward at the request of the Naval Board, stated their definite opinion that the restrictions on transport of troops should apply equally to munition workers.

The *Ceramic*, *Commonwealth*, *Aeneas*, and *Nestor* sailed from Australia without troops, owing to the Admiralty embargo on despatch of troops in unescorted vessels.

When the raider *Wolff* was at large, in May, 1917, generally warships of the British Navy accompanied Australian transports from the Cape or Colombo, as the case might be, and then handed them over to the care of other ships to take them west. In one instance a Japanese man-of-war accompanied a convoy to Colombo.

The Admiralty procedure was to accept liability at blue-book rates in respect of demurrage in delays attributable solely to the fact that troops were on board, and in the case of the delay to the *Omrah*, owing to her recall after departure from Fremantle, the Naval Board considered that the demurrage should be chargeable to the Admiralty.

This vessel left Fremantle on the 23rd January, 1917, for Durban, where she was due on the 6th February. While at sea she received wireless orders at 11.30 p.m. on the 28th January to return to port,

and she promptly turned back. Twenty-four hours later these orders were cancelled, and she was told to proceed, but as to regain the position at which she first turned round would involve two days' shortage of coal, there would have been no margin of fuel aboard for emergencies. The captain, therefore, returned to Fremantle. The *Omrah*, after coaling, resumed the voyage on the 2nd February, and joining the *Miltiades* and *Anchises* at Sierra Leone, arrived safely at her destination on the 27th March. Eventually it was agreed that the Commonwealth should pay demurrage for 24 days, as the orders for the recall were issued for Naval reasons and for the purpose of safeguarding the ship and the troops on board.

The cost of extra victualling during the period, calculated on current Australian victualling rates, was also borne by the Commonwealth.

Chapter VI.

THE EX-ENEMY SHIPS.

At the commencement of hostilities there were in Australian waters 28 vessels owned by the enemy, and these were promptly interned and the German and Austrian crews removed. Before this could be done, however, as was their custom elsewhere, attempts were made by the enemy to render the machinery unserviceable, and many strange and cunning devices were resorted to in order to attain this end.

In the harbours of New South Wales there were 14 enemy ships as under:—

Name.	Description.	Gross Tonnage.	Built.	Owners.
<i>Germania</i>	Steel Screw Steamer	1,096	1904	Jaluit Gesellschaft
<i>Osnabruck</i>	" "	4,240	1907	Deutsch-Austral Dmpfsch. Ges.
<i>Melbourne</i>	" "	5,926	1912	" " "
<i>Sumatra</i>	" "	7,480	1913	" " "
<i>Berlin</i>	" "	4,196	1904	" " "
<i>Tiberius</i>	" "	4,149	1905	C. Andersen
<i>Wotan</i>	" "	3,834	1907	Ragd. A. G. Oceana
<i>Stolzenfels</i>	" "	5,553	1906	Deutsche Dmpfs-Fahrts. Ges. Hansa.
<i>Turul</i>	" "	3,530	1907	Hungarian Levant Steamship Co. Ltd.
<i>Susanne Vinnen</i> ..	Steel Four-masted Barque	2,739	1892	E. C. Schramm and Co.
<i>Athene</i>	" "	2,470	1892	Rhederei Akt. Ges. von 1896
<i>Ernst</i>	" "	2,285	1896	C. Krabbenhoft and Bock
<i>Carl Budgett Vinnen</i>	" "	2,902	1890	F. A. Vinnen and Co.
<i>Olinda</i>	Steel Ship ..	1,915	1903	Rhoderei Akt. Ges. von 1896

In Victorian ports there were half a dozen steel screw steamers detained, viz.:—

Name.	Gross Tonnage.	Built.	Owners.
<i>Wildenfels</i>	5,512	1901	Deutsche Dampfs Fahrts. Ges. Hansa.
<i>Altona</i>	4,312	1902	Deutsch-Austral Dmpfsche. Ges.
<i>Hobart</i>	5,923	1912	" " "
<i>Pfalz</i>	6,570	1913	Nord Deutscher Lloyd
<i>Lotheringen</i>	5,002	1906	" " "
<i>Hessen</i>	5,099	1905	" " "

Only two ships were caught in Queensland ports, namely, the *Prinz Sigismund*, a steel twin-screw steamer of 3,302 tons, built in 1903, belonging to the Nord Deutscher Lloyd, and the *Cannstatt*, a steel screw steamer of 4,650 tons, built in 1913, and belonging to the Deutsch-Austral Dmpfsch. Ges.

One steamer each was detained in Tasmanian, South Australian, and Western Australian ports in the order below:—*Oberhausen*, 4,322 tons, built in 1905, belonging to the Deutsch-Austral Dmpfsch. Ges.; *Scharzfels*, 5,513 tons, built in 1901, of the Deutsche Dmpfs. Fahrts. Ges. Hansa; and the *Greifswald*, 5,846 tons, built in 1907, belonging to Nord Deutscher Lloyd.

Three additional steel screw steamers, all German, were captured at sea, two off the Western Australian coast and one off Queensland, viz., *Signal*, 1,449 tons, built in 1903, and owned by M. Jebsen; *Neumunster*, 4,224 tons, built in 1907, and belonging to the Deutsch-Austral Dmpfsch. Ges.; and the *Thuringen*, 4,994 tons, built in 1906, and owned by the Nord Deutscher Lloyd.

Trooping requirements had at once made serious inroads on the tonnage serving the Australian trade, so that steps were promptly taken to make the enemy vessels available for transport service where suitable, or for the carriage of cargo to and from Australia.

The Imperial Government was communicated with, and approval given to the handing over of these vessels to the Commonwealth for use as might seem best when the usual Prize Court proceedings had been complied with.

The actual ownership of the ex-enemy vessels falling under the control of the Transport Branch is, as a matter of fact, for the time being vested in the Admiralty as representing the King. The Admiralty gave the Commonwealth Government the use of the vessels. So far the ships have been treated as if they were actually the property of the Commonwealth, and all questions as to their ultimate disposition have been left in abeyance.

From the list of vessels employed in the second convoy, given in a previous chapter, it has been seen that five of these ships were fitted and despatched as transports, and another, the *Hessen*, was employed in the same way in the next group which sailed.

Two, the *Thuringen* and the *Lotheringen*, re-named the *Moora* and the *Moorina* respectively, were lent to the Government of India. The *Prince Sigismund*, now called the *Bambra*, was chartered to the Western Australian Government, the *Germania*, now the *Mawatta*, to a private firm for Island trading, and the five sailing vessels, *Susanne Vinnen*, *Olinda*, *Athene*, *Ernst*, and *Carl Rudgert Vinnen*, re-named the *Carra-bin*, *Cardinia*, *Cooroy*, *Canowie*, and *Burrowa* respectively, to other private persons, as it was considered that they would be thus more usefully employed than would be the case were they retained by the

Transport Branch. The remaining twelve vessels were re-named and used for the carriage of cargo under the direct control of the Department.

These vessels, with their new names, were as below:—

Old Name.	New Name.
<i>Turul</i>	C.1. <i>Carawa</i>
<i>Tiberius</i>	C.2. <i>Toromeo</i>
<i>Neumunster</i>	C.3. <i>Cooee</i>
<i>Stolzenfels</i>	C.4. <i>Dongarra</i>
<i>Scharzfels</i>	C.5. <i>Araluen</i>
<i>Berlin</i>	C.6. <i>Parattah</i>
<i>Oberhausen</i>	C.7. <i>Booral</i>
<i>Osnabruck</i>	C.8. <i>Conargo</i>
<i>Altona</i>	C.9. <i>Calulu</i>
<i>Griefswald</i>	C.10. <i>Carina</i>
<i>Wildenfels</i>	C.11. <i>Gilgai</i>
<i>Wotan</i>	C.12. <i>Talawa</i> .

Only one of these vessels had insulated holds, the *Booral*, her capacity for meat being 48,000 cubic feet, and for fruit 15,000 cubic feet.

Until handed over to the Commonwealth Shipping Line, these vessels were continuously employed, and their earnings were a considerable mitigation of the cost of troop transportation.

The whole question of cargo and the efforts made by the Transport Branch to reduce as much as possible the inconvenience and interruption to trade incidental to the war, more especially the carriage of Australian primary products to markets overseas, are dealt with elsewhere, and it will suffice here to mention the aid these vessels were in the attainment of this end.

Chapter VII.

REPRESENTATION IN ENGLAND.

It early became manifest that the Transport Branch must be represented directly both in England and Egypt, and Mr. Larkin was consequently attached to the High Commissioner's Office as Commonwealth Shipping Representative, with Paymaster-Captain Albert Martin, R.A.N., to direct and supervise financial matters in connexion with the transport and cargo services.

On arrival in London, after consultation with the Director of Transport at the Admiralty, it was decided that Mr. Larkin's duties should embrace the inspection of stores, and the decision as to what were to be returned to Australia and what should be sent to the Imperial Victualling Yard at Deptford, general supervision of the discharge of cargo, and the settlement with owners of the various questions which in this connexion were bound to arise.

The provision of coal and water supplies for the Australian ships was also one of his duties, and as time went on the scope of the work increased greatly, in many instances requiring firmness and tact if the interests of the Commonwealth were to be conserved. Fortunately, Mr. Larkin proved that he possessed both these qualities in no small degree.

The question of the prompt despatch of the vessels on their return voyage to Australia was surrounded with innumerable difficulties, as all ports in the United Kingdom, and more especially London and Liverpool, were seriously congested; and at this period it was a common thing for ships to suffer three and four weeks' delay because no discharging or loading berths were available.

While on this side the Naval Board of Administration was doing its utmost to restrict the general interruption of trade caused by the requisition of additional vessels, on the other the needs of the Imperial Authorities for additional tonnage to transport troops and the requisite supplies made it imperative for them to avail themselves of every ship which came within their reach.

Over and over again the matured plans for the provision of tonnage for the carriage of Australian troops were upset at the last moment by the more insistent demands of those who had to provide similar facilities at the actual fulcrum of hostilities.

Comment, and sometimes in no measured terms, has been heard both in England and here on the number of ships requisitioned by the Commonwealth Government, but it must be remembered that most of these ships were for the greater part of their time really on Imperial Service. It was imperative for the direction in Australia to protect themselves against the uncertainty of the recovery for the work assigned to them, in anything like a reasonable time, of the vessels which it was rightly

assumed would, if devoted solely to that purpose, have been sufficient to carry the troops to be sent from Australia.

It will be seen that the business of the Commonwealth Shipping Representative in London was no bed of roses. On one side was a constant urgent demand for the prompt return of fitted ships, and on the other the almost stereotyped answer that the more vital requirements of the Empire demanded the use of these vessels in other directions.

The position with regard to tonnage for Commonwealth requirements for the transport of troops and frozen meat became very acute as early as February, 1915, inasmuch as in addition to the serious delays encountered in matters of discharge of cargo, coaling, &c., on the other side (the result of congestion in the ports of London and Liverpool), the Admiralty had already diverted two of our steamers, the *Suffolk* and *Ayrshire*, for an indefinite period for other duty, and had indicated that after the twenty vessels then conveying the 3rd Contingent to Egypt had disembarked their troops and horses at Alexandria, it would probably be necessary to use some, if not all, of them for the conveyance on special service of part of the Australian Expeditionary Force then in Egypt.

Two of the ex-enemy refrigerated steamers then in England, and scheduled to return to Australia as quickly as possible, had been taken for cross Channel work for an indefinite period.

It was clear to the Naval Board that if the proposals indicated were given effect to, the Commonwealth Government's arrangements for the transport of future contingents would be entirely disorganized, as would also the country's trade, especially in frozen meat.

Great difficulty would be experienced in obtaining new tonnage in Australia for transport purposes, as there were very few suitable steamers available, and to take these would further disorganize the meat export trade, as well as entail delay and heavy additional expenditure for fittings, &c.

The acquisition by the Admiralty of the ships chartered by the Commonwealth Government reached a stage in March, 1915, when it became necessary for the High Commissioner emphatically to call the attention of the First Lord of the Admiralty to the great loss to the Commonwealth involved in losing ships specially fitted for troops and for meat, and the delay involved in getting other ships and fitting them up for these purposes.

The Commonwealth Government, it was pointed out, had already intimated their readiness to give way to Imperial necessities in every respect, but had also emphasized to the Secretary of State the consequent losses.

The object in approaching the First Lord, it was stated, was to help to avoid a disastrous interference with the transit of troops and meat from Australia, if that were possible.

As the meat question concerned the Board of Trade, and the transit question the Admiralty, it was suggested that Mr. Larkin might be

brought into touch with the proper Admiralty officer with the object of minimizing inconvenience, loss, and interruption to trade to the utmost possible extent consistent with Imperial needs.

It was stated that the taking over of vessels was seriously disorganizing the Commonwealth Government's arrangements for the transport of future contingents and frozen meat shipments, and that the temporary withdrawal of ships from the Australian service involved heavy expenditure in chartering and fitting out substitutes.

The gravity of the position caused all concerned the greatest anxiety.

With a view to securing greater recognition of Australia's needs and more harmonious working between the different interests involved, the whole question of the utilization of Australian transports for special service by the Admiralty was brought under the notice of the Secretary of State for the Colonies at the beginning of March, and it was suggested that it would be advantageous for the position to be discussed and reported upon by representatives of the Imperial (Naval and Military) authorities, the Board of Trade, and the Commonwealth Government before a decision was taken.

The Secretary of State for the Colonies supported this idea, and urged the Admiralty to arrange a Conference, which should also include a representative of New Zealand, since the New Zealand Government, equally with the Commonwealth Government, was interested in maintaining a regular supply of tonnage, and there appeared to be some prospect that, if deprived of its present transports, the Commonwealth Government might in turn have to requisition ships usually employed in the New Zealand trade. The questions to be considered by the Conference were stated thus:—

- (1) The need for securing a regular and constant supply of reinforcements from Australia.
- (2) The urgency of providing that the supplies of meat and other refrigerated produce required for the use of the troops and the civilian population of the United Kingdom should come forward regularly.
- (3) The need of Australia (and also New Zealand) for maintaining supplies from the United Kingdom.

On the 26th March, 1915, the Conference was duly held at the Colonial Office, under the chairmanship of Lord Islington. The Director of Transports, a War Office representative, the High Commissioner for New Zealand, two representatives of the Board of Trade, and the managing director of the Cunard Line were present, as well as Mr. Larkin, representing the Commonwealth. The whole question was very carefully discussed and the requirements of the respective Departments represented explained in detail, but with the distinct understanding that information given, especially by the Director of Transports, was to be treated as strictly secret and confidential.

After a lengthy meeting, the Director of Transports convinced all present that the service for which the steamers had been requisitioned

was of paramount importance, and gave his assurance that Commonwealth steamers had in the past, and would in the future, only be interfered with by the Admiralty as a last resort, also that in the event of his Department having to requisition any more of our vessels, he would endeavour to give notice of such intention, although, generally speaking, he feared it would be impossible to do so.

He also stated that the fact that the Commonwealth Government had so readily assisted the Imperial authorities in the matter of tonnage, notwithstanding the serious disabilities resulting therefrom, was greatly appreciated.

Clearly arrangements had to be made for the reimbursement of the Australian Government by the Admiralty, so in July, 1915, the general principles to be followed were suggested as below:—

I.—TRANSPORTS TAKEN OVER BY ADMIRALTY FOR GENERAL SERVICE.

Admiralty to pay—

- (a) Hire at actual rates paid by Commonwealth (in respect of ex-enemy vessels hire at blue-book rates, plus 3s. per ton according to classification, tonnage, and speed).
- (b) Coal.
- (c) Water.
- (d) Suez Canal dues.
- (e) Cost of fitting and re-conditioning (including hire for time so occupied)—
 - 1. Whole cost in cases where vessels retained by Admiralty until re-delivered to owners, and consequently Commonwealth had taken up another vessel in lieu.
 - 2. Proportionate cost in all other cases based *pro rata* on period under Admiralty control.
- (f) All other items payable by charterers under blue-book.

II.—TRANSPORTS USED BY ADMIRALTY EN ROUTE TO OR FROM AUSTRALIA AND TO FULL EXTENT OF ACCOMMODATION.

Admiralty to pay—

- (a) Hire at actual rates paid by Commonwealth for the period of such employment.

Commonwealth to pay—

- (a) Coal.
- (b) Water.

III.—TRANSPORTS USED BY ADMIRALTY EN ROUTE AND FOR ONLY A LIMITED NUMBER OF PASSENGERS.

Admiralty to pay—

- (a) Hire for any period of detention or deviation in excess of 24 hours.
- (b) Coal—If detention or deviation involves expenditure of over 100 tons of coal.

In making the proposal that, in the case of transports used *en route* to the full extent of their accommodation, Admiralty should pay hire and the Commonwealth provide coal, it was considered that steamers used, say, from England to Egypt *en route* outward would in any case have to cover practically the same distance, and that they invariably had some cargo on board on freight for credit of the Commonwealth. It was understood, of course, that any heavy out-of-pocket expenditure—such as discharging all Liverpool cargo in London, or vice versa—incurred in securing special despatch on Admiralty account, would also be recoverable, although the Commonwealth also benefited to the extent of time thus saved.

Meanwhile the Naval Board of Administration were constantly urging their London representative to secure quicker despatch of vessels and their return to Australia, but with little result, as the Director of Transports in England stated in August that it was impossible even to indicate the prospects of releasing our ships, as they were engaged on most vital service (i.e., the removal of wounded from the Dardanelles), which must be performed at all cost, and for which no other tonnage was available.

It would appear that the Imperial authorities did all that was possible. The Director of Transports cabled the Principal Transport Officer in Egypt and at Mudros at about weekly intervals, impressing upon them the importance of giving Australian transports utmost despatch and avoiding interference with them whenever possible, and these officers appeared also alive to the position, although, owing to the extremely heavy pressure under which they were working, and the ever-changing conditions arising, their advices of movements and employment of vessels were not always complete or up to date. Such was the position in August, and there was every indication that the situation would become even more difficult. Steamers then in England or Egypt and to arrive in the near future, the Naval Board representative was given to understand, would probably be required owing to the then military situation. Indeed, it seemed probable that it would be necessary for the Admiralty to appropriate all available vessels of sufficient speed for the conveyance of troops to the Mediterranean *en route* outward, and, further, that the ships might incur somewhat serious delay, although this would be avoided or minimized as far as might be at all practicable.

The position indicated above has been dwelt upon at some length, as it appears that sufficient consideration was not given to the actual facts and to the difficulty experienced by the Naval Board in Australia in providing the means of transport when at a later date exception was taken to the number of ships under Australian requisition.

Chapter VIII.

THE CARRIAGE OF AUSTRALIAN PRODUCE.

The necessity of providing ample supplies of meat, &c., for the various armies in the field made it necessary for the Imperial Government to requisition all refrigerated space in vessels trading with Australia, including the ships used as transports under charter to the Commonwealth Government.

An agreement was made with ship-owners early in March, 1915, by which no further meat, other than sundries, was to be carried on private account. Committees were appointed, with Sir Owen Cox, K.B.E., as chairman, in Australia, to control all meat shipments and to endeavour to secure a sufficient and regular supply. At the other end Sir Thomas B. Robinson, K.C.M.G., was made Agent for the Board of Trade, and a conference of those interested was held at the commencement of July, 1915, to make general recommendations for the conduct of the trade. Mr. Larkin attended as Commonwealth Shipping Representative, and after discussion it was agreed that when meat was shipped in a Commonwealth transport which left last loading port on or before 8th March, 1915, the ordinary freight should be recovered from the shippers and no additional charge should be made against the Imperial Government. When meat in future was carried on account of the Imperial Government in a Commonwealth transport leaving last loading port after 8th March, the Imperial Government was to be charged at the rate of 72s. 6d. per 40 cubic feet of insulated space, estimated to be occupied by the meat according to the rules of measurement settled by the Australasian Refrigerated Tonnage Committee. No charge was to be made against the Imperial Government in respect of insulated space in Commonwealth transports not occupied by meat which was the property of the Imperial Government, and all moneys recovered on account of freight on other refrigerated produce (butter, cheese, rabbits, and fruit) were still to be for the credit of the Commonwealth Government.

Should a Commonwealth transport be directed to discharge meat cargo in an Egyptian, Mediterranean, or French port, the conditions as to increased rate of hire and demurrage were to be the same as those arrived at under the general requisition between the Board of Trade and the Australasian ship-owners.

It was agreed that certain ships, viz., the *Cufic*, the *Dorset*, and *Carpentaria*, should be diverted to New Zealand or the River Plate, and that the supplies of meat required in the Mediterranean for military purposes should be carried by the Commonwealth transports. The

Australian Local Committee of Ship-owners and the Commonwealth Navy Office were to settle the allocation of the remaining insulated space in transports, due regard being had to the position of the other insulated ships under requisition by the Imperial Government.

A rather curious feature of the negotiations was the great divergence of opinion amongst ship-owners as to the actual space occupied in the insulated chambers by the various classes of meat.

After much consideration and discussion the following measurements were agreed upon with the Board of Trade as a basis for the purpose of adjustment of freights per transports:—

Mutton	..	per carcass	..	2 ft. 6 in.
Lamb	..	" "	..	2 feet
Beef, fores	..	" crop	..	4 feet
" hinds	..	" quarter	..	7 feet
Veal	..	" carcass	..	6 feet
Legs	..	" "	..	2 ft. 3 in.
Offal	..	" 800 lb.	..	40 feet

After some experience of this arrangement it was found to be unsatisfactory, and the actual space occupied by the consignment in each ship was instead measured up and freight charged against the Imperial Government on this basis. At first only carcasses of sheep and lambs and quarters of beef were brought from Australia for the army, but as time went on very large quantities of rabbits, butter, fruit, and meat sundries were added to the Government imports.

It had been necessary for the Naval Board to requisition for transport purposes most, if not all, the vessels with insulated space trading to Australia so that the work of providing for the carriage of refrigerated supplies devolved very largely on the Transport Branch.

The extent of this business is shown by the following figures, which indicate the quantities of each class of refrigerated produce carried in requisitioned transports and ex-enemy steamers:—

Year.			Beef.	Mutton and Lamb.	Meat Sundries.	Rabbits.	Butter.	Fruit.
			Tons.	Tons.	Tons.	Crates.	Tons.	Cases.
1914	..	..	11,504	20,497	485	115,514	1,100	..
1915	..	..	43,662	24,985	1,797	391,198	1,033	87,720
1916	..	..	31,040	14,851	1,278	460,816	6,223	1,185,218
1917	..	..	39,785	6,335	2,328	282,341	6,566	225,290
1918	..	..	82	..	103	11,078	2,059	..
Total	..	..	126,073	66,668	5,991	1,260,947	16,981	1,498,220

Only one ex-enemy ship which was not used for troops was fitted with insulated chambers, and her refrigerated cargo is included in the above totals.

At the end of 1915 the necessity of shipping the accumulated wheat became a matter of the utmost importance, and every effort was made to assist so far as was practicable in this service. In 1914 only 1,335 tons were lifted, but in the following year, mostly in November and December, 22,879 tons were taken. In 1916 special efforts were made to reduce the enormous accumulated stacks, and ships under the control of the Transport Branch assisted to the extent of 392,350 tons during the twelve months. In 1917 only 65 vessels, as compared with 172 in the previous year, were available owing to re-deliveries to owners, the transfer of the ex-enemy ships to the Commonwealth Shipping Line, and the inauguration of the Liner Requisition Scheme mentioned elsewhere. Nevertheless, 78,155 tons were lifted, and in 1918 another 5,262 tons in cargo vessels, before they were transferred to the Line, bringing the assistance rendered in this direction to the no mean total of just under half a million tons. In addition, the ships carried to European markets wool as under:—

Year.					Bales.
1914	..	..	..	..	84,545
1915	..	..	..	..	277,486
1916	..	..	..	..	155,769
1917	..	..	..	..	397,186
1918	..	..	..	..	49,434
Total	..	..	..	..	964,420

The next important item of export was metals, such as lead, copper, and concentrates, large supplies of which were urgently required in England for the manufacture of war material. The ships of the Transport Branch carried 363,509 tons during the war, and, in addition, 210,400 tons of tallow, skins, and other produce needed almost entirely for the making of the innumerable articles required for the fighting forces.

Only such products as were in real demand in England were carried, and even these were given priority according to a severe classification based on the most insistent needs of the time.

Altogether in the vessels controlled 1,862,948 freight tons of Australian produce were lifted, although, of course, the first consideration was in the very great majority of the vessels the conveyance of troops, and no question of cargo was permitted to inconvenience or delay this service.

When the difficulties to be overcome in order efficiently to carry out transport work and at the same time assist as far as practicable the Australian producer in marketing his produce are considered, it must be conceded that the efforts of the Branch were strenuous and successful.

A table showing the cargo of each class carried since the commencement of the war till the relinquishment of the ships appears as Appendix III.

The sudden outbreak of war and the necessity to requisition all available suitable vessels, whether loaded for the return voyage or approaching Australia, dislocated many people's commercial arrangements both in regard to goods and charters of vessels, with the result that claims by third parties, that is, persons other than the owners of the ships or the Government requisitioning them, were preferred against the Commonwealth. Some of these claims were heavy, and were made by owners of cargo for loss of interest on the value of goods for the period during which they were delayed owing to the vessels having been requisitioned for transport purposes. But such inevitable demands had been foreseen, and a special clause had been inserted in all Bills of Lading reading—

“The ship shall have liberty to comply with any orders or directions as to departure arrival routes ports of call stoppages or otherwise howsoever given by His Majesty's Government or any Department thereof &c. and that nothing done by reason of any such order or directions shall be deemed a deviation.”

This was sufficient to protect the Commonwealth Government against alleged liability on these grounds.

In other instances the matter was more complicated. One owner had an action brought against him by a San Francisco firm owing to his failure to implement a charter, while another owner sought compensation for loss incurred in connexion with the vessel's commitments at Calcutta, which, of course, could not be met owing to her requisition for trooping purposes.

Chapter IX.

RATES OF HIRE.

On the 13th August, 1914, a letter was addressed by the Director of Transports to the Hon. Secretary of the Overseas Shipping Representatives Association relative to the requisition of ships for transport purposes. The general conditions of charter, it was stated, would be as settled by the Admiralty Arbitration Court, specially formed in London to decide terms of hire of ships requisitioned by the British Government.

Progress payments at the rate of ten shillings per gross registered ton per month would, however, be made to the owners' agents in Australia by the Commonwealth Government as an advance on account of the hire, which might be ultimately agreed upon. Should the payments be required in London, this could be arranged. The first payment would become due and would be paid by the Commonwealth Government on notification by the owners that the respective steamer was at the disposal of the Government.

The Government desired to appoint the ship's agents as Government agents to purchase the necessary coal for the steamers and the Government agreed to pay for such supplies, at current rates, on presentation of certified accounts. All coal remaining on board the steamer at the time the agent gave notice to the Government that the vessel was at their disposal was to be paid for by the Government at actual cost.

It was stated that cargo might be carried on certain ships, and agents were asked to use their best endeavours to procure such cargo as might be necessary for the stability of the steamer and the utilization of such portions of the holds as were not required for carrying troops, horses, stores, fodder, &c. The amount of freight received by the agents for cargo carried was to be submitted to the Arbitration Court as a credit against the amount to be paid for the hire of the steamers.

The cost of the necessary labour for the loading of the troops, horses, stores, fodder, &c., was to be paid for by the Government—the ship's agents making the necessary arrangements.

The Government undertook to give re-delivery to the agents or owners of vessels requisitioned, at their home port, or a port to be mutually agreed.

The Government were to make arrangements for, and undertake the coaling of, ships *en route*.

It was requested that the owners or agents of all steamers taken up should immediately take steps to discharge as soon as possible all inward cargo then aboard. They were also requested to see that the vessels had sufficient coal on board to steam 7,500 miles at not less than eleven knots per hour.

These provisional arrangements held good until the arrival of the Commonwealth Shipping Representative in London, when the whole matter was taken up with the Admiralty.

A meeting was held on 16th March, 1915, between the Imperial Director of Transports and Ship-owners' Representatives, which both the Commonwealth Shipping Representative and the Director of Navy Accounts attended. The matter for consideration was the rates of charter money to be paid for vessels requisitioned in Australasian ports.

The ship-owners pointed out that vessels taken in Australasia invariably commanded higher rates than vessels chartered at home ports. They drew attention to the fact that vessels were scarcer abroad than at home; that, getting vessels on the spot when required, charterers were saved the expense of sending them out, and that owners were reasonably entitled to a higher rate of charter than that paid for vessels taken up at home ports. As regards vessels domiciled in Australasia, their expenses were much heavier than those running out of home ports in respect to upkeep, stores, wages, relief of captains, officers, and engineers, and some of the ships under consideration had their head-quarters abroad.

The interference with the regular trades in which the ships were engaged, through their being suddenly withdrawn from their regular services, involved the owners in what would probably be serious after consequences, but the ship-owners had no desire to show any disposition to be exorbitant in their demands, and they were anxious to meet the Government in a fair and moderate spirit.

After some discussion it was decided that where rates had not already been settled by agreements, which agreements should stand, the rates to be paid for vessels taken up in Australasia should be the initial rates recommended in the blue-book for vessels taken up at home, plus 3s. per ton per month, without reduction, during the term of employment; all the other conditions of the blue-book to apply.

Vessels requisitioned in Australasia were to be discharged at the original port of requisition, unless otherwise arranged between the Government and the owners.

It was pointed out by owners that vessels engaged oversea, either under the arrangement now arrived at or under specific charter, might possibly be paid off and immediately requisitioned afresh at a lower rate, but the Director of Transports gave an assurance that no such course would be adopted.

The arguments urged in favour of a higher rate for Australian requisitioned vessels than the blue-book rates were:—

1. That these ships were taken up in Australia instead of being fitted and sent out from England, and the Commonwealth therefore gained to the extent of one voyage.
2. The ships were all engaged on very remunerative work, which the requisitioning interrupted.
3. That the ships carried cargo, freight on which was received by the Government, though this was not considered an argument to which any weight could be attached, as the Government could reasonably do what it liked with its transports, provided it did not interfere with commerce.
4. The ships were generally ships of very high class and of great value, e.g., refrigerated tonnage, passenger liners, expensive liners, &c.

It was felt that there was considerable weight in these arguments, and as stated, it was suggested that a flat rate of 3s. per gross ton over the blue-book scales should be paid, subject to the blue-book conditions being accepted in other particulars, and the understanding that these rates were to cover all claims such as, for instance, loss of time awaiting berth on re-delivery, &c.

Under the agreement the rates of hire payable by the Commonwealth exceeded 20s. per gross ton in only six instances, the rate for the other vessels ranging from 15s. 9d. to 19s. 6d. per ton, the average for the lot being approximately 18s. 8d. per ton, a figure which compared favorably with the sum being paid by New Zealand and India for similar service.

The arrangements set out above were probably the most satisfactory which could reasonably be expected at the time, but the Commonwealth Shipping Representative was sanguine of obtaining the discontinuance of the extra allowance at a later date.

The question of re-delivery was the weak point, the owners insisting that they should have the option of taking back the ships in Australia. Although this was not in accordance with the preliminary agreement made with the agents in Australia, it was deemed expedient to concede the point as it seemed probable that otherwise the whole of the negotiations would fail, with the result that resort to the Arbitration Court would be necessary with the prospect, in view of the rapidly rising value of tonnage, of less favorable terms being imposed.

At intervals the question of the abolition of the extra allowance was brought before the Imperial Director of Transports, who in turn approached the owners, with the result that on the 21st October a meeting of ship-owners interested in vessels taken up in Australasia was convened by Lord Inchcape to consider the position. The result could

only be regarded as highly satisfactory. After discussion it was unanimously agreed to accept the proposals of the Admiralty, as set out in a memorandum submitted by Lord Inchcape, but in doing so those who had shelter-deck steamers desired that the attention of the Admiralty should be drawn to the fact that while shelter decks were of the same value as the other spaces in the ship, owners had so far not received the consideration to which they considered they were entitled. They were of opinion that shelter-deck tonnage, or deck erections equivalent to shelter decks, should be included in the tonnage of the ships and paid for accordingly. In agreeing to submit to the reductions proposed by the Admiralty, they pointed out that they did so trusting to a fair settlement being arrived at on this question.

The owners were of opinion that the increase in rate of 1s. per ton given to shelter-deck ships was inadequate, and that the tonnage within the shelter decks should be added to the gross tonnage of the ships, on the basis of which hire was paid.

Another grievance alleged at this time was that the Commonwealth Government had taken vessels away from the regular trades which the ship-owners had for years been building up, and had then attempted to step into these trades with ex-enemy ships. But this matter will be dealt with presently when describing the cargo complications which the Transport Branch had to face.

A point also raised was the domicile of the steamers. It was contended by owners that vessels having a domicile out of Great Britain were in an altogether different category from steamers having their domicile in that country. Their running and operating expenses were much greater and their scale of wages much higher, while the cost of upkeep was much greater.

In the case of the *Kyarra*, *Kanowna*, *Wandilla*, *Karoola*, and *Warilda*, these ships it was contended were high-class passenger vessels, specially built for the passenger coasting trade of Australia. Their cost per ton was largely in excess of the ordinary type of steamer and the owners' trade was suffering severely by their absence.

It will be remembered that several Indian ships were being used by the Commonwealth Government, and in connexion with their domicile it was declared that the commanders, officers, and engineers required six months' leave every three years on full pay, and had to be provided with passages home and out, involving the maintenance of a much larger staff to operate the ships, while the contingencies of sickness in the East had to be met by medical and hospital charges and full pay to men, while off duty, and necessitated a reserve of men to meet contingencies resulting in a larger expenditure than in the case of vessels having a home domicile.

Subject to reservations as to domicile and shelter deck, the owners consented to the abolition of the special allowance, and these additions

ceased as from the 30th September previous in respect of all vessels which had been at that date under charter for three months or more, and in other cases the extra rate was to cease when three months' charter had been completed.

The full significance of these concessions is appreciated when it is stated that for the ships at that date under requisition they represented a saving of £68,594 in hire per month.

Of the two outstanding questions, that of recompense for shelter-deck space was of the most importance and was the subject of much negotiation, but very difficult of settlement, the Imperial interests affected having to be considered when making an agreement in connexion with the Australian ships.

Meanwhile ships were being sunk and the shelter-deck spaces were becoming more valuable, until in March, 1917, the Imperial Government, in order to increase the cargo capacity of steamers, decided on the compulsory closing of shelter-deck openings and the re-assignment of load lines. This action was not intended to prejudice the negotiations with ship-owners still pending with regard to additional hire rates for shelter-deck tonnage, but was taken in order to provide the maximum cargo space possible, even if involving a still further charge for charter money.

Chapter X.

INSURANCE.

At the commencement of the operations of the Transport Branch the question of special insurance of the vessels employed against risks directly attributable to enemy action was not of very serious importance. The protection afforded by the accompanying war-ships when the transport sailed in convoy was apparently deemed sufficient, and the activities of enemy submarines and the danger from mines had not become pronounced.

Of course, the owners of the chartered ships were responsible for the insurance of their property against mishaps coming under the general term of "marine risks," but the Government accepted liability for loss arising from the direct or indirect action of the enemy. By April, 1915, the position had somewhat changed, and the Commonwealth Shipping representative in London suggested that, in view of the recent activity of enemy submarines on the English coast and the fact that some of our transports and ex-enemy cargo steamers were sailing from one British port to another at frequent intervals, it might be advisable to reconsider the expediency of the Commonwealth Government continuing to carry the risk.

Shortly after the commencement of the war the Imperial Government had taken the matter in hand, and an agreement was arrived at with the Shipping Association and by the formation of War Risk Clubs satisfactorily to cope with the altered conditions.

After consideration it was decided by the Naval Board to continue to carry the war risk on hulls, but to insure freight and stores under the Imperial Government scheme.

The whole position, however, continued to become more complicated. As the destruction of tonnage increased, and the ability to replace losses and repair damaged vessels declined, the value of tonnage rose very rapidly, and of course the obligations of the Commonwealth Government to make good losses from enemy action increased in a commensurate degree. What had seemed a reasonable liability to carry became an amount of such magnitude that it occasioned serious concern.

All ships were valued by a competent authority at the time of requisition, but early in 1915 it was decided by the Imperial authorities that the value to be met in the event of constructive loss as the result of warlike operations was the value at the time of the disaster.

Probably the extraordinary good fortune of our ships in the early period of the war was an inducement to take chances, and it was not until the beginning of 1917 that the Naval Board gave very serious attention to the question of insurance against war risks on transports and against war and marine risks on ex-enemy steamers.

Insurance against war risks, if effected in England, involved entry in a War Risk Club at an agreed valuation for each steamer, and the payment of a voyage premium of 1 per cent. each way, plus periodical calls. The amount of such calls could not, of course, be definitely indicated, as they would be dependent on the losses suffered by the club; but on the basis of the experience of 1916 the annual cost of premium and calls would have run to about 10 per cent. of the insured values.

The probable cost of insurance of ex-enemy steamers against marine risk would have been about 5 per cent. per annum.

The question then was, which would be most advantageous—to insure in England, or for the Government to continue to carry the risk but to work out some scheme for the creation of a fund partly to cover the country's liability? Since the early days of the war the situation had greatly changed.

Although freight rates had sympathetically followed the enormous increase in hull values, no corresponding scope for insurance premiums was provided in the case of ships, the greater part of the space in which was used for military purposes and was consequently unproductive. In fact, as far as the vessels which the Naval Board had to provide for were concerned, the earning capacity from which premiums for insurance could be drawn was in inverse ratio to the value of hulls to be protected.

The problem was a difficult one, but an attempt was made to solve it. The two main factors to be considered were, of course, the value to be insured and the funds available to provide the requisite premiums. With the view of obtaining some reliable data on which to found a scheme of insurance, the then existing fleet was classified and advice sought from England as to the actual value per ton at that time of the various classes of vessels.

When the decision was arrived at to continue carrying the risk, it was realized that the protection afforded to transports while troops were on board minimized the danger of loss, and that the Imperial Government carried the war risk liability for the very frequent periods during which the vessels were on Imperial service.

The first step taken was to instruct the writer to ascertain what the insurance fund would have amounted to at the end of the year 1916, had the Commonwealth Government adopted at the commencement of hostilities the scheme of War Risk Insurance put into operation by the Imperial Government in September, 1914, in order to minimize the difficulties arising from the additional risk to ships and cargoes owing to the war.

In the calculations the following assumptions were made:—

- (1) That the conditions of policies and rates of premium were the same as under the agreement made between His Majesty's Government and the War Risks Insurance Associations.
- (2) That the valuations of ships were those made by owners at the time of requisition or, failing any such, the values set on vessels by Lloyds' Surveyors at the instance of the Department.
- (3) That the investment rate of the funds was 4 per cent. per annum.
- (4) That the scheme dealt with hulls only and was restricted to requisitioned ships, then 68 in number.
- (5) That all accounts were adjusted to the end of the year 1916, and that all risks terminated at that date.

Section 2 of Schedule 5 of the Agreement above mentioned defined the extent of the risk taken thus:—

“This insurance is only to cover the risks of capture, seizure, and detainment by the King's enemies, and the consequences thereof or any attempt thereat, and all consequences of hostilities or warlike operations by or against the King's enemies.”

From the above definition it will be seen that no ordinary marine risks were provided for, but only the additional risk owing to the war, and that the premium charged was one superimposed on the ordinary precautionary charge for insurance to owners under nominal conditions.

As has been stated, at the time of requisition owners were requested to furnish the Navy Department with valuations of their vessels, and in many instances these valuations were checked by independent valuations by Lloyd's Surveyors with varying results; usually the owner's, but sometimes the Surveyor's, figures were the higher. In a few cases no valuations appear to have been received, and estimates were made on the basis of the ruling values in the United Kingdom for tonnage of a similar class at the time of requisition. There were few of these instances, and any differences in valuation would not materially affect the total of the fund.

On the other hand, during the period under review there had been an enormous increase in the value of ships. Clause 5 of the Supplementary Agreement between His Majesty's Government and the various companies stipulated that “from midnight on the 9th September, 1914, ships insured shall be valued at a sum not exceeding the first cost of the vessels less depreciation at the rate of 4 per cent. per annum, with a minimum value of 30s. per gross ton of registered tonnage.”

It would be quite safe to say that none of the valuations in the calculation conformed to this regulation, but it was understood that this clause had been waived, and moreover that owners were now entitled to claim under their policies the value of the ship at the time of loss.

Owners had notified the Navy Department from time to time of the enhanced value of their ships, presumably with the object of protecting their interests in case of mishap, but it was clear that in the event of insurance an increased premium equivalent to the augmented risk would have to be charged, or the funds could not grow relatively to the risk.

The first estimate was based on the original values, under instructions, but the following figures show approximately the advance in the price of a new tramp steamer at this time:—

	1914.	1915.	1916.
	£ per ton.	£ per ton.	£ per ton.
1st quarter ..	6.0	9.3	21.0
2nd „ ..	5.6	11.0	24.0
3rd „ ..	6.7	12.0	24.6
4th „ ..	8.0	17.0	25.0

In the values of the faster and more costly class of ships the increase had, if anything, been greater, and it was obvious that for a true valuation of premium accumulations and risks carried these facts should be considered.

The rates used in the calculations were, as far as could be ascertained, those in force under the British Government scheme at the time of the ship's entering the Commonwealth Service and at the time of renewal of insurance. It was assumed that all ships were insured on time policies of twelve months' duration.

The Imperial Government rate was from time to time both under and over the open market rate and itself fluctuated, more particularly at the commencement of the war. The usual quotation was for the voyage or for 91-day time policy, but if converted to an annual time basis the Government rate was:—

Date.	Rate per cent. for 12 months.
Up to September, 1914 ..	10
September to December, 1914 ..	8
January, 1915 ..	6
February, 1915 ..	4
March, 1915 ..	6
September, 1916 ..	8

In calculating the accumulation on the basis of 4 per cent. it was assumed that in spite of the annual rate a rebate of premium was made in the case of vessels relinquished before the expiration of the twelve months, and the necessary adjustments in both premium and interest were made. The instructions were to find out what the fund would have amounted to by the end of 1916, and in order to do this it was assumed that all risks terminated at the end of the year and credit was only

taken for the proportional amount of premium and interest to effect this. Consequently the fund as given represented profit on the business with no outstanding liability.

The total accumulations on the basis explained above amounted to £1,286,259 at the date named. No losses had at that time been finally adjusted, and the point had been raised, and was subsequently sustained by the Court, that the *Geelong* did not come under the head of war risk, and with this exception all losses to the end of the year on ships included in the calculations, if adjusted on the valuations used, only amounted to £186,200 on book figures, although the possible increase in values before referred to should be remembered. The accident to the *Boorara* was not included as no figures were available. Thus the apparent profit under the most adverse circumstances would have been about £1,100,000. The rates quoted and used were only supposed under the British Government scheme to cover 80 per cent. of the risk, and had the same scale been applied here the apparent profit would have been increased to £1,137,300.

The values placed on the 68 ships dealt with reached a total of £9,822,355, but before the end of 1916 vessels valued at £1,589,500 were returned to owners or otherwise disposed of, and vessels put at £186,200 had been sunk. These figures represented the alleged value at the time of requisition, and did not convey the amount for which the tonnage would have been insurable when the calculations were made.

These calculations were confined to hired transports, and dealt with war risk only.

A short time later, towards the end of March, 1917, the position was more defined, the existing circumstances being briefly these:—

During the period of the war 26 ships had been released or had met with mishaps, so that 42 vessels were under requisition. In addition there were six interned German ships used as transports, valued, at the time of transfer to the Government, at £580,150. Twelve interned German ships were being used by the Government purely as cargo carriers, and valued at £488,200.

It was proposed that the Commonwealth Government should insure this fleet as follows:—

- (1) Requisitioned transports against War Risk only at a premium of $2\frac{1}{2}$ per cent. per quarter or at an equivalent rate for the round voyage.
- (2) Interned ships against both War and Marine Risk at $2\frac{1}{2}$ per cent. and $1\frac{1}{2}$ per cent. respectively for a like period.
- (3) Such insurance to take effect from 1st January, 1917.

In order to create an Insurance Fund it was proposed to transfer from the Consolidated Revenue the equivalent of such sum as would have accumulated at 4 per cent. compound interest had the ships been

insured on the original valuations at the rates charged by the British Government for War Risk Insurance, regardless of the increase in the value of hulls and consequent increase of premiums payable during the period.

The accumulated premium income on the terms stated would have, had the risk been continuously held, amounted to £1,286,259, but for lengthy periods vessels were in the employ of the Imperial Government and no liability was carried by the Navy Office, consequently a deduction of approximately £428,800 it was suggested should be made to represent the time when the ships were off the fund.

It was recommended that the amount to be placed at the credit of the Insurance Fund should be £857,459, to cover risks carried to the end of 1916.

To maintain the fund it was proposed in future to deduct from gross freights and credit the fund quarterly with a sum equivalent to 2½ per cent. on the enhanced value of requisitioned transports, and 3¼ per cent. on the increased value of interned ships, such funds to carry interest at the rate of 4 per cent. compound.

Allowing for the advance in the value of tonnage, it was estimated that the present insurable value of the fleet under the control of the Department was:—

	£
Requisitioned transports	19,531,430
Interned ships used as transports	1,812,968
Interned ships used as cargo carriers only	1,525,625
Total	£22,870,023

Freights for the first quarter of 1917 amounted to £1,691,774 gross, and the premium consequently was £613,483, or, say, 42 per cent. of gross earnings.

It was recommended that in future such sum as would cover the requisite premiums on the value of vessels as at the commencement of each quarter should be deducted from gross freights earned in the previous quarter and credited to the fund.

The fund, it was suggested, might be vested in trustees, and would be chargeable with all losses on account of war risk and marine losses incidental to the utilization of interned ships.

The allotment to specific ships of the proportionate premium properly chargeable to them was a matter for adjustment in the ship's accounts.

On the basis sketched above the Insurance Fund in March, 1917, would have amounted with accrued interest to £1,483,562.

Matters having progressed so far, the services of Mr. W. Warren Kerr, chairman of the Chamber of Commerce, and an expert in insurance, were sought by the Government to advise generally on the proposed

scheme. In his Report to the Director of Transports the following recommendations were made:—

That the Government set aside an amount out of gross earnings equivalent to:—

- 4½ per cent. on the present hull values of requisitioned transports.
- 7½ per cent. on the present hull values of ex-enemy transports.
- 10 per cent. on the present hull values of ex-enemy cargo steamers.

The aggregate present value was assumed to be £26,903,605. This meant at that time an annual insurance premium charge of £1,358,860, or a little over 5 per cent. It was recommended that a special account be opened at the Commonwealth Bank, to the credit of which money should be paid out of freight earnings as and when received on the following scale, viz. :—

From requisitioned transports	40 per cent.
From ex-enemy transports	20 " "
From ex-enemy cargo steamers	15 " "

subject to a quarterly or half-yearly adjustment. It was also recommended that the account be drawn upon only for the payment of such amounts as would be payable by the Department by way of indemnity to owners or payments in respect of which an Insurance Company would be liable were outside insurance effected.

It was further recommended that the Treasurer be asked to pay the rate of 3½ per cent. for the use of the money. The book-keeping involved in the carrying out of the suggested scheme it was not considered presented difficulties, and should not entail the employment of any additional administrative staff.

In support of his recommendation, Mr. Warren Kerr pointed out that if all net earnings of vessels under Navy control were absorbed into the general revenue of the Government, with no expressed recognition of the contingent huge liability, any loss which might occur would have to be met by a special appropriation which it was equally obvious would be undesirable.

If, on the other hand, at the termination of Navy control the Insurance Fund had proved insufficient, at least it could be held that the Government had made reasonable provision for all probable contingencies. While if the Fund closed with a surplus, that surplus would be an acceptable addition to the financial resources of the Treasurer.

Just about this time, however, the proposal of the Imperial Government to take over all the Commonwealth requisitioned tonnage began to assume definite shape, in which case the liability for losses through risk of war would rest solely with the Imperial Government. As is shown elsewhere, this scheme shortly was consummated, with the result that a decision on the question of the creation of an Insurance Fund was indefinitely postponed.

Chapter XI.

HOSTILITY IN NEUTRAL PORTS.

The effort to relieve the congestion caused in Australian trade by the use of some of the ex-enemy vessels as cargo carriers was surrounded by many difficulties, not the least being the restriction of ports which it was deemed advisable to permit the ships to enter. As early as April, 1915, the question was raised as to whether on arrival at Argentine or United States ports these ships would be likely to encounter any trouble or inconvenience from a possible effort on the part of their enemy owners to regain possession of them. Legal advice as to the position was sought in London, and the Transport Branch was assured that no danger existed if the vessels had been permanently requisitioned and given a British register. The necessary steps were consequently taken to effect this.

That the movements of their vessels were being keenly watched by the German authorities was evidenced by a rather amusing incident at Genoa. The *Carina*, the ex-enemy *Griefswald*, left Australia with a cargo consisting mostly of wool and concentrates, over 10,000 bales of the former being consigned to Genoa, to which port she accordingly proceeded. On 19th April, 1915, while the Master was ashore on business, a visitor came aboard to see him and presented a visiting card bearing the name:—

“Captain Huga Krebs,
Marine Superintendent for the
Nord-Deutscher Lloyd Co.”

Now this company were the owners of the *Carina*. Captain Krebs was evidently deeply interested, and made numerous inquiries from all and sundry such as—“Where has she come from?” “Where was her former crew?” “Where was she going to and when?” This kindly curiosity, however, met with no reward, and the gentleman left with a promise to call again. Next day he attempted to catch the Master at the Agents’ offices but failed, and although he saw the Purser he got no information. What to do with the industrious Krebs sorely exercised the mind of the Master. The Agents meanwhile had reported the incident to the British Consul-General, who sent for the Master to talk the matter over, when it was decided that a combination of politeness and diplomacy would probably meet the case. It was proposed to see Krebs,

if necessary, at the Agents' offices and give him vague information as to the ship's future movements, and then to slip out of port towards dusk and alter the ship's course after dark. The Master also disseminated news not strictly accurate amongst the crew, "so that if any of the members were interrogated the information would not be conflicting."

In November, 1915, it was learned through the Foreign Office that the French Government had intercepted a letter showing that the German Government had instructed their Consuls in neutral ports to assist German ship-owners in getting local tribunals to seize any German ships which might arrive and which were in Allied ports at the outbreak of war and had been requisitioned.

Should any case of interference in this manner with an enemy vessel requisitioned by His Majesty's Government occur, the representatives of the British Government were instructed to point out to the Government of the country that the right to requisition enemy ships detained on the outbreak of war was expressly provided for in Article 2 of the Convention signed at The Hague in 1907 relative to the status of enemy merchant ships at the outbreak of hostilities. This Convention had been signed and ratified by Germany without reserve respecting the article in question.

There were other difficulties besides the prospect of an attempt to recover the ships to be contended with, such as the hindrances experienced in coaling, docking, and procuring supplies.

As an instance, the *Conargo*, the ex-enemy *Altona*, of the Deutsch-Australische Dampfschiffs-Gesellschaft, met with a mishap to her propeller and desired to dry dock at New Orleans to ship a new one. The dock at New Orleans is a Government affair, and application for its use was made in the proper quarter. To the surprise of the local agents a reply was received that the United States Naval Department had ruled that the Government docks were not available for vessels under flags of belligerent nations during the continuance of hostilities. The ship was then at Galveston, so the best had to be made of a bad job, and she was tilted and the propeller fixed without docking.

The German Government was still active in its efforts to recover the lost vessels, and in January, 1917, the Imperial Authorities intercepted a despatch from Berlin instructing a German Consul to assist owners in their efforts to seize ex-enemy ships sailing under the British flag and visiting neutral ports, and also giving a list of such steamers which included practically all ex-enemy vessels running under the auspices of the Commonwealth.

In March, 1916, the Admiralty issued a special warning in regard to a proposed visit of the *Carina* to Barcelona with a cargo of wheat. It was believed that if the ship called at that port an attempt would be

made to arrest her on behalf of the German Government, whose influence at that time in Barcelona was very strong, and although there was no legal justification for detaining the ship, it was considered that there might be sufficient grounds for presenting a specious application for the arrest, so that the case might be brought before a Spanish Court.

The enemy Intelligence Department was also particularly active in the Canary Islands, and the Transport Branch was advised that it was undesirable for steamers to call at Las Palmas. Two ships, the *Calulu* and *Carina*, were at the time expected shortly to touch at the port, so the British Consul was requested to take all possible steps to prevent the steamer's destination becoming generally known, and to instruct the Masters that they were not, in any case, to telegraph, either *en clair* or in commercial code, any information regarding their destination or due date.

The Java ports were no more accessible, and a projected trip by one of the cargo steamers was given up when it was learned that the Dutch authorities at Sabang had recently refused bunkers to a prize vessel employed by the British Government, and had ordered the ship to leave before sunset.

It can be readily understood that these things seriously hampered the actions of the Transport Branch in arranging the operations of its cargo service, and sometimes the saving in time to be made justified the risk run in visiting neutral ports. For instance, the urgent demand for Canadian products in Australia, especially paper, it was felt justified the use of the Panama Canal route in June, 1916, for several vessels, and, as it happened, with no untoward results.

If a ship had been used as a transport, however, such as the *Boonah*, when she visited New York in June, 1916, the difficulties were increased, although on the outward voyage she was being employed as a cargo carrier only. The Master was called upon for many explanations which he found difficult to give, and he strongly advised that should ships of a similar character again go to the United States all troops fittings should previously be removed, as their presence caused hostile comment.

Chapter XII.

CASUALTIES.

The Transports of the Commonwealth Government Service enjoyed a remarkable immunity from submarines and mines. Though several vessels were lost at one time or another, only one ship was torpedoed while actually conveying troops. In most cases the disaster occurred shortly after disembarkation, or when the vessel was on the service of the Imperial Government going to a discharge or embarkation port on the English coast, or while taking her cargo to a discharge port after the troops had been landed. The story of the sinking of the *Ballarat* has been written many times, and consequently it is proposed here to simply record the facts; the magnificent behaviour of all concerned is a story that concerns the military more than the Transport Branch, and can safely be left to another writer.

The *Ballarat*, originally one of the P. and O. Branch Liners, a vessel of 11,120 tons gross, of about 15 knots speed, embarked 1,624 persons at Melbourne on the 19th January, 1917, and sailed in the 29th group or convoy. She called in at Albany and Fremantle for bunkers, and all went well till she arrived at the Cape on the 19th March, 1917. Here she coaled and the trouble began. Over 2,000 tons of Witbank, Transvaal coal, was taken aboard, and as long as this could be mixed with the Australian coal still in her bunkers no great difficulty was experienced in maintaining steam. The vessels of the convoy touched at Sierra Leone, and sailed from that port on the 10th April. Soon afterwards there was little left except African coal, and the greatest difficulty was experienced in firing. The speed of the ship dropped to from 9 to 10 knots, and her consorts in the convoy were hard to keep up with. The Master states that he applied to the Captain of the escorting cruiser for permission to put into St. Vincent for 1,000 tons of Welsh coal, on the assumption that a mixture would improve results, but the proposal was not approved. The *Ballarat* at this stage became a serious drag to the convoy, the general speed being reduced to enable her to keep her station.

On reaching a certain point the ships were ordered to separate, and to proceed at their best speed independently, a destroyer being told off as watchdog for each. The zig-zag course ordered still further reduced the actual headway, so that probably little more than 8 knots progress was made.

At the entrance to the English Channel, H.M.T.B.D. *Phoenix* escorting, at 2 p.m. approximate time, on 25th April, the ship was struck by a torpedo fired from an enemy submarine. The explosion was terrific, carrying away the starboard propeller, bending port propeller shaft, carrying away supports, and splitting the 6-in. gun mounted on the steering-house; carrying away the main steam pipe of engines, wireless telegraph, and straining the watertight bulkhead from tunnel to engine-room. The ship made water rapidly, and the main engines were soon under water. S.O.S. signals had been sent out immediately by the Senior Operator, from the W/T. reserve apparatus.

The signal for troops and crew to go to their boat stations was sounded immediately, and the orders were carried out promptly and quickly. In a few minutes more than twenty boats, fully loaded, were sent away from the ship, the "rafts" were got out, and whilst the troops were getting on to these, H.M.T.B. Destroyers came full speed to the rescue. These Destroyers picked up the troops and crew from the boats, and H.M.T.B. *Lookout* came alongside and more troops were transferred to her.

The discipline displayed by the troops was beyond praise. The Officer commanding the *Lookout*, in reply to the Master's question—"How many more men can you carry?" replied—"Thirty." He turned to the troops who had "fallen in" on the promenade deck and gave the order "From the right, thirty file, right turn, quick march." Seeing he was sending double the number asked for, he gave the order "Rear rank, stand fast," which order was immediately complied with, although it is pretty certain that at the time these men realized that there was little hope of being saved.

Later on one of H.M. Drifters came alongside and took off the remainder of the troops, and then proceeded to Devonport, where all troops and most of the crew were landed. The Master remained on board with Mr. H. M. Hulton, Chief Officer; Mr. J. Cosgrove, Chief Engineer; and Mr. E. Parker, 2nd Officer; W. Holland, Carpenter; and G. Price, Bo'sun.

Six A.B.'s from H.M.S. *Acasta* came aboard to assist in getting hawsers to and from H.M.S. *Midge* and another Destroyer, which vessels commenced towing the ship towards the Lizard. Meanwhile, the Escort, H.M.S. *Phoenix*, steamed round and round the ship, warding off any further attack. The submarine was not sighted, although 50 men on either side of the ship were on look-out duty.

H.M.S. *Acasta* and H.M. Drifter *Saurian* stood by. Other H.M. Drifters made fast astern to assist in towing and steering; and everything possible was done to tow the ship into shallow water; unfortunately these splendid efforts were unavailing, and the *Ballarat* sunk at 4.30 a.m. about $7\frac{1}{2}$ miles from the Lizard Light, in about 44 fathoms of water.

The Master and Officers left the ship prior to her sinking, and watched her go down from the deck of the Drifter *Saurian*. The Ward Room officers of the *Acasta*, to which the Master and his men transferred, showed the customary hospitality of the British Navy, bound up small wounds, and did everything they could to make our men's loss as light as possible. To quote the Master's words:—

“The splendid behaviour of the troops and crew made it possible to land the entire ship's complement, 1,752 souls, without any casualties.”

There is a long list of engagements with submarines in which Australian ships were combatants, and fortunately in many instances the foe was beaten off, if no worse fate befell her. As early as May, 1915, the *Argyllshire* had a brush with the enemy. On the 27th of that month, in the afternoon, the Master received instructions from the Captain of H.M.S. *Crane* to proceed to Havre instead of London, which was the ship's original destination. Course was altered accordingly, and the usual precautions as in dangerous waters taken. About three and a half hours later, at 8.4 p.m., as a matter of fact, the lookout aft reported a suspicious seeming craft on the port beam. Further scrutiny disclosed the periscope and conning tower of a submarine, and at almost the same moment a second was discovered a little to the north of the first. Promptly the engine-room telegraph rang for full speed ahead, the helm was ported, and the guns' crews ordered to open fire. The *Argyllshire* carried two 4.7 guns, and the first shot from the port one appeared to strike the water about 200 yards astern of the first submarine sighted. The starboard gun then took a turn, but apparently without effect. A significant episode was the appearance of a tramp steamer of about 4,000 tons painted with neutral colours on the side of her hull, which refused to answer signals from the *Argyllshire*, but steamed across the line of fire to the position in which the submarines were last seen. The opening range was 1,800 yards, and the light bad, and when the range was altered to meet the experience of the first shot, the gun missed fire, which destroyed the chance of inflicting damage on the enemy. The submarine appears to have let go two torpedoes, one passing about 20 yards astern and the second across the *Argyllshire's* bows. The crew who were not actually on duty were marshalled and equipped with life-belts, ready to take their places in the boats, which had been lowered half-way down two days before, to be ready for such an emergency.

Submarine attack was not then as common an event of a voyage as it later became, and the Commander-in-Chief at Portsmouth wired congratulations on “the skilful and courageous manner” in which the Master manœuvred his ship.

The *Moorina*, one of the enemy vessels seized at the commencement of the war, and lent to the Government of India, was not so lucky, for

on the 10th November, 1915, she was torpedoed and sunk in the Mediterranean while conveying Indian troops to the seat of hostilities.

The next mishap was the loss of the *Geelong* after collision with the Admiralty Collier *Bonvilston*. The *Geelong*, well known to many Australians, first as a Lund Blue Anchor Liner, and then as a member of the P. and O. Branch Service, left Port Said in the early morning of New Year's Day, 1916. For the first twelve hours all went well, but as evening drew on the sky was overcast and dark, with occasional lightning, but otherwise the night was clear. Special instructions had been given to proceed at full speed without lights, and this is of importance as it resulted in a curious decision when the Court eventually dealt with the question of responsibility and liability for the disaster. Undoubtedly on the *Geelong* a very careful lookout was kept, the Master, Chief, and Fourth Officers were on duty on the bridge, with a lookout man on the forecastle head and another with binoculars in the crow's nest. The gun crew were also keeping a lookout aft.

Shortly after 7 p.m. a black form, as if of a vessel, was seen on the starboard bow. Neither the nature of the vessel, which was proceeding without lights, like the *Geelong*, nor its direction, could be ascertained owing to the darkness, and in view of the Admiralty orders, full speed was of course kept. Very shortly afterwards it was seen that the vessel was a steamer crossing the course of the *Geelong*, and coming towards her. The engines of the *Geelong* were at once ordered full speed astern, and three blasts were blown on her whistle. The helm was put hard a-starboard, but the other steamer continued to approach, and presently struck the *Geelong* a heavy blow on the starboard side, in the wake of the engine room, with the result that the internal lights went out almost immediately, and that none of the ship's papers or the effects of the crew could be saved. All aboard, however, managed to take to the boats before the ship sank, and were conveyed by the *Bonvilston*, which had come out of the encounter comparatively lightly, to Alexandria.

Who was to blame for the mishap? Both ships were without lights, and proceeding at full speed under specific orders from the Naval authorities. Who was to pay? The Government if it was a war risk, but the underwriters if a marine risk, which, of course, most collisions are. It was improbable that the accident would have happened had ordinary navigating lights been visible; on the other hand, the instructions prohibiting these lights were issued for the ship's safety, and could only by very strained argument be attributed directly to enemy action. After much correspondence, the case came into Court in the form of a claim and counter claim for damage and loss attributable to the negligence of one party or the other. But those who hoped for a lucid decision on a nice point involving large and increasing interests were disappointed, for the President dismissed both claims, and summed up the position by saying—"I will not describe it as an inevitable accident,

but the collision apparently occurred in this way, and in these circumstances that it was so much inevitable that it could not be attributed to the negligent navigation of one vessel or the other"—a judgment which allocated the onus of financial responsibility for the loss just about where it was alleged to be when the dispute began.

Seventeen days later another well-known ship, which had been requisitioned by the Commonwealth Government, went to the bottom, but on this occasion from a torpedo from a submarine.

On Tuesday, 18th January, 1916, at 9.10 a.m., the lookout on the *Marere* reported a submarine travelling on the surface about 5-6 miles distant, the *Marere* at the time steering true west at a speed of 12 knots. The course was immediately altered to bring the submarine astern, all hands were called to stations, and the gun manned, the firemen and trimmers were double banked in the stokehold, and a wireless call was sent out for assistance. This was answered by Malta about 10 to 15 minutes later, and the ship's position and course were reported. The answer received was to prevent capture and to wait. In reply to a wireless from Malta the Master of the *Marere* stated that he had one small gun. Apparently on shore they were more sanguine than those at the seat of action, for a reply came—"If you fire you will compel him to dive, and you will be safe, as his speed under water is small. You must not surrender." Another vessel picked up the *Marere's* call, and asked her to steer W.80 N., but as this involved bringing the ship broadside to the submarine it could not be done. Shortly after this the submarine opened fire, the first shell dropping about 100 yards astern. The *Marere* replied immediately, but the shell appeared only to carry a third of the distance. Shells from the submarine then fell close all round and over the ship, sending spray over the bridge and decks. At the first shot from the *Marere* the holding-down bolts of the gun, a 3-pdr. Q.F. Hotchkiss, commenced to draw, and after about ten rounds had been fired at the extreme possible range, the stability of the gun getting worse with each round, and the projectile hardly reaching half way to the enemy, the Corporal of the Marines in charge reported that the gun was out of action. About the same moment a shell struck the ship, and the Master gave orders to prepare for her abandonment. Three or four shells struck her in various places in rapid succession, and the Master gave the order to abandon, at the same time throwing overboard confidential papers, properly weighted; but on returning to the chart room for the ship's papers, he found the place was wrecked by a shell. All hands got into the boats and pulled away. The shells were then striking the *Marere* in rapid succession, with few misses. On observing the boats pulling away the submarine fired several rounds at them, fortunately missing. By this time the hospital ship, *Neuralia*, came on the scene, and the boats made for her, the submarine in the meantime diving and firing two torpedoes, both of which missed. Not content

with the damage inflicted, the submarine came to the surface once more, and commenced a bombardment of the battered *Marere* until she was well down by the head, and badly listing.

In this episode it would seem that the behaviour of the gun-layers was in every way satisfactory, and the gun was used until it was found impossible to fire it again, for the mounting being defective, the gun would have come away from the deck. Two lessons had been learned—first, that a 3-pdr. was a weapon useless against a submarine's armament; and second, that whatever gun was adopted must be mounted for service and not as a bogey.

On the 8th March, 1916, a mishap befell the *Ulysses*, a steamer of 14,499 tons, and one of the finest vessels employed in the transport service. She was attached to the eighteenth convoy, and left Sydney on the 20th February with 1,206 troops aboard. Another 98 persons embarked in Melbourne, and the ship then called at Fremantle to pick up a further 742 troops and a large consignment of fruit for her insulated chambers. No difficulty was experienced in entering the harbour, and all went well until when continuing her voyage, in charge of pilot, she grounded on the edge of the Channel just outside the end of the South Mole at about 7.30 p.m., and stuck fast. It was found that she was making some water. As soon as possible the troops were landed and sent into camp. The next day tugs succeeded in towing the vessel into deep water. An examination by divers disclosed considerable damage to the ship's bottom, and the holes were temporarily plugged sufficiently to stop the flow of water and permit the discharge of the submerged cargo. A preliminary inquiry into the stranding found that the pilot in charge was responsible and that he had taken the vessel out of the recognized deep channel. This was followed by a Court of Marine Inquiry, which came to the conclusion that no blame for the accident attached to the Master or Officers, but that the accident was due solely to the careless navigation of the pilot.

Repairs were completed, and the ship being in all respects ready for sea, the troops once more embarked, and on the 2nd of April the voyage was resumed, and a safe arrival effected at Alexandria, where the troops were disembarked on the 25th of the same month. Subsequently, the pilot was dismissed from the service, and sinister rumours were current, but eventually the mishap was held to be an ordinary marine risk.

The *Uganda*, with a small number of troops aboard in the Mediterranean, was another Commonwealth Transport which had a successful brush with submarines. She left Melbourne on the 2nd May, 1916, as a member of the twentieth Convoy, and all went well till 5.35 p.m. on the 17th June, when a submarine showing no colours appeared, and, without warning, opened fire with high explosive shells at a range of about 5,000 yards. The Master of the *Uganda* promptly manœuvred his ship in order to get the enemy astern, and then opened a return fire.

While it lasted the engagement was hot, two of the submarine's shells bursting within a few feet of the ship's side, and two more overhead. Altogether, the German fired eight shells in about twenty minutes, the *Uganda* replying with six, and driving her off. The incident was closed by the arrival on the scene of a French torpedo boat at about a quarter past 6 o'clock.

As has been stated elsewhere, the ex-enemy sailing ships which fell into the hands of the Commonwealth at the commencement of hostilities were chartered to private persons for general trade. One of these vessels, the *Canowie*, ex *Ernst*, a steel four-masted barque of 2,285 tons, went ashore on Piriulil Point, Chiloe Islands, off the coast of Chile, on the 18th October, 1916, and became a total wreck. She was on a voyage from Port Talbot to Megillones at the time. The rocks on which she struck were inaccessible, and it was feared that the loss of life had been heavy. The vessel sent to search for survivors, however, picked up the Master and nineteen members of the crew, only two men being drowned. One of the terms of charter was that the charterers had to insure against marine risk, and in this way the **Commonwealth Government** recovered £6,000 to compensate for the loss of the vessel. As £5,940 had already been received in charter money, any liability on account of the ship was fully covered.

The *Itonus*, a steamer of 5,340 tons, which had done good work in the transport service, experienced bad luck from the commencement of her last voyage. She left Newport on the 31st October, 1916, for Marseilles, to load a cargo of tiles for Australia. For seven days after her departure she had to contend with fierce adverse gales of hurricane force and mountainous seas, which necessitated the ship being constantly "hove to." Much damage was done to all troop and other fittings, which in many cases were smashed to matchwood by the huge seas. She weathered the storm, however, and, after a strenuous voyage of thirteen days, arrived at Marseilles. On the 16th December she had received her cargo, and sailed from Marseilles, the next port of call being Port Said. All went well till the 20th of the month, when, about noon, there being no ship in sight at the time, the Second Officer on the bridge espied a torpedo then about 500 yards distant coming straight towards him. The ship was zig-zagging at the time, and was swinging to starboard, but the missile caught her at the after end of the engine-room, on the port side. That she was doomed was at once obvious, as the engine-room filled with water almost immediately. The ship continued to carry considerable headway, but none the less all the boats but one got away safely. The forward tackle of this one jammed, and had to be cut, with the result that the boat capsized, and its occupants were thrown into the water. All were picked up by the other boats before long, with the exception of the third engineer and four Lascars. A quarter of an hour after the boats got clear the *Itonus* sank, and although two

ships were sighted to the southward, the drifting sailors were not noticed by them. The submarine, which appeared to be a new vessel, about 200 feet long, with a 4-in. gun on the fore deck, and a small gun at the base of the conning tower, came to the surface as the crew took to the boats, and her commander ordered the Master of *Itonus* to come alongside, where he was made prisoner. The German, who spoke English well, remarked that this was his fifth victim, and it appeared that there was aboard his craft at least one other British merchant Captain. With amazing effrontery, the submarine commander handed a letter to his wife to the officer in charge of the boat, and then submerged, and was lost to sight. The derelicts remained near the spot where the *Itonus* sank till the late afternoon, and witnessed the destruction of another ship. About 4 miles distant a steamer was sighted, and ten minutes later a large column of steam and smoke rose close to her, and a quarter of an hour afterwards she had disappeared. A course was eventually set for Gozo, and after being about nine hours adrift a British patrol vessel picked up the crew, and landed them at Malta.

Some of our ships had better luck, the *Suffolk*, for instance, on her way round the English coast from London to Plymouth, on the 26th December, struck a mine, damaging her propeller and after peak. She managed, nevertheless, to struggle into Portsmouth under her own steam. Here repairs were quickly effected, and she was able to resume her voyage eleven days later.

The *Port Nicholson*, formerly the *Makarini*, was a vessel very well known in the Australian trade, and although not requisitioned as a transport, she was used on several occasions to carry troops as passengers. On her last voyage she left Sydney on the 8th November, 1916, having 1,019 persons aboard, in addition to her crew. She safely reached Plymouth, where all her troops were disembarked, and then was ordered to Dunkirk to discharge a large and valuable cargo of meat. Shortly before making port, however, she struck a mine, and sank, taking with her all the Government stores, &c. Three firemen were killed by the explosion, but the rest of the crew were safely landed.

The next loss to be recorded is that of the *Afric*, on the 12th February, 1917. This vessel was 11,999 tons gross, and belonged to the Liverpool White Star line. She was one of the ships requisitioned by the Commonwealth Government for the carriage of the first contingent, and had been continuously in the trooping service since that time. She started on her last voyage from Australia on the 3rd November, 1916, when she embarked 929 persons at Sydney. At Adelaide she took aboard 617 more, and, after a normal voyage, with the exception of a good deal of sickness, landed the troops at Plymouth on the 9th January, 1917. It had been intended to fully load her at Liverpool on Commonwealth Government account for her return voyage to Australia, but when about 400 tons had been taken on she was required by the Admiralty

to load only a few stores on Imperial Government account, and then proceed to Plymouth, to embark a full complement of Imperial troops for conveyance to Bombay, via Durban. She left Liverpool on the 10th February, with instructions to pick up a patrol boat, and obtain further orders as to the course to be followed to Devonport. On arriving the following afternoon about 3 miles off the Eddystone Lighthouse, there was no patrol boat to be seen, so the Master cruised up and down at about 10 knots speed between the Eddystone and the Lizard, with navigation lights burning, and apparently oblivious of the danger being run. The ship seems to have gradually got further out to sea, and at 5.15 a.m. she received a torpedo, when about 12 miles S.S.W. of the lighthouse. Although the submarine was not at this time sighted, she managed to get in another torpedo on the other side, and the vessel was doomed. The first explosion disabled the engine-room, and put the wireless out of action, so the Master sent up rockets to attract attention. Five men were either killed or drowned in the engine-room, but the rest got away in the boats. The submarine presently came to the surface, and after the Captain had catechized the Master of the *Afric*, he turned his attention once more to the ship, which was slowly sinking. To expedite matters several shells were fired at her, and the enemy then made off after other vessels in the Channel.

The firing attracted a patrol boat, which picked up the derelict crew, and landed them at Plymouth.

Probably owing to the protection afforded by convoying warships the transports under Commonwealth requisition enjoyed a remarkable immunity from damage by enemy action while troops were actually aboard, most mishaps occurring after disembarkation, when the vessels were proceeding to a discharge port for their cargo.

The *Berrima*, for instance, left Australia in December, 1916, with the twenty-seventh convoy, after embarking 698 persons at Adelaide, and 922 at Fremantle, and safely reached England. From Plymouth, where she landed her troops, she was ordered round to London, but at 8.30 p.m. on the 18th February, 1917, a torpedo struck her abreast of No. 4 hold, causing an extensive rent. With great difficulty she was kept afloat, for the hole in her side was 20 feet broad and 18 feet high, and the engine-room and stokehold were full of water. The bulkheads of the forward holds, however, successfully resisted the strain, and assistance arriving, the ship was towed into Portland, and beached. The bulkhead between the after holds gave way, and at high tide the stern of the ship was submerged. The *Berrima* arrived in port at 7 p.m. on the 19th February, and a collier was promptly placed alongside to supply steam to the winches and refrigerating machinery so that the undamaged portion of her extremely valuable cargo of Australian produce might be saved. Owing to the action taken, about two-thirds

of the entire consignment was removed in good condition, and forwarded on to London by rail. The next thing was to save the ship, and, with this end in view, a shield was constructed in three pieces to cover the rent and to enable the ship to be pumped out and floated. An attempt to move her into more shallow water failed, but by the 22nd March the shield was in position and secured, the water sufficiently pumped out to float her, and make it possible to tow her into a more favorable position. The enormous strain, however, three days later, proved too great for the patch, the middle section of which gave way, and the engine and boiler spaces and the four holds were again filled with water to sea level, and the vessel grounded aft. After some delay the shield was reconstructed, and the ship floated, and towed to Southampton, where she entered dry dock for repairs, and is now once more in her old business as a P. and O. branch liner running to Australia.

The *Boorara*, originally the enemy *Pfalz*, is a steel screw steamer of 6,570 tons, her former owners being the Nord-Deutscher Lloyd. She was considered a suitable vessel for transport purposes, and left with the second contingent in December, 1914. After disembarking her troops and horses in Egypt she continued her voyage to London, and it was then intended that she should return direct to Australia for further trooping work. The Admiralty were, however, at this time in very urgent need of tonnage for cross Channel work, and at the insistent requests of the Imperial Government the *Boorara* and *Barunga* were handed over. While still on Admiralty service the *Boorara* was despatched to the Eastern Mediterranean, and there met with the first of a series of mishaps. Shortly after midnight on the 17th July, 1915, the Master had shaped his course to pass to the eastward of Skyros Island, when a shout from the officer on the bridge called him from his chart, and the first thing he saw was a large vessel, without lights, bearing down at great speed on the starboard side. Before anything could be done the stranger struck the *Boorara* a terrific blow between Nos. 5 and 6 hatches aft. All hands were ordered to stations, and the Master asked the Captain of the aggressor—which turned out to be the French cruiser *Kleber*—not to back out until the military, Turkish prisoners, and a portion of the stricken ship's crew had clambered aboard. On sounding the wells it was found that holds 5 and 6 were filling rapidly, and the influx of water was beyond the control of the pumps. Meanwhile H.M.S. *Doris* came on the scene, and stood by, but, as the damage was evidently very great, and the ship was settling, the Master ordered all the remaining hands to leave her, and himself boarded the *Doris*. But the *Boorara* did not sink as expected, and, after watching her for half-an-hour, the Master and those of the crew who had taken refuge on the *Doris* decided to go aboard again. Another warship, H.M.S. *Fauvette*, was also near, and proposed a tow, but, after consultation with the Chief Engineer, and the discovery that the main engines were working

all right, it was decided to return to port under the ship's own steam. With the *Fauvette* as escort, the journey was safely accomplished, and by about two o'clock in the afternoon the *Boorara* had dropped her anchor in the outer harbour of Port Mudros. Late the same evening orders came from the Admiral to beach the ship on Alagi Island, which was done. On mustering the crew all were safe with the exception of one steward, who was evidently drowned while attempting to leave the wreck. The French Government accepted full liability. Temporary repairs were effected at Mudros, and, after some delay, the *Boorara* was taken to Naples, where she was safely docked. On the 25th November, 1915, permanent repairs were completed, and she was floated out on the 1st February of the following year, and until April resumed her Admiralty service.

After experiencing several minor accidents, the *Boorara* very nearly met with an untimely end while proceeding in March, 1918, from London to Plymouth to embark passengers, and join a convoy leaving on the 23rd of the month. At 10.50 p.m. on the 20th she was struck by a torpedo on the port side amidships, abreast the engine-room, a hole 40 feet by 22 feet being torn in her side. The engine-room and stokehold at once were flooded, and the ship quickly settled down by the stern, until only about a foot above the water. Various Government craft hastened to assist, and the *Boorara*, after grounding on the Brambles and Calshot Bank, was finally towed into Portsmouth, and at 8 a.m. on the 22nd March beached off Netley. So many vessels were awaiting repairs that the chance of attention at Portsmouth was remote, so it was decided temporarily to patch her up at Southampton, and send her to the Tyne to be properly repaired. While on the way round with two tugs she was again torpedoed off the Yorkshire coast, this time being struck on the side opposite to that on which the previous damage was done. The mishap occurred between two and three o'clock in the afternoon, and she was in a worse plight than when she first arrived at Southampton. The main engines and auxiliary engines, which had miraculously escaped serious damage from the first torpedo, were now completely wrecked, but with the aid of the tugs she reached the Tyne. Here new engines were installed, and permanent repairs carried out, and the *Boorara* has since visited Australia as a unit of the Commonwealth Government line.

The *Orsova*, like the *Berrima*, safely carried 415 troops from Sydney, 463 from Melbourne, and 9 from Fremantle, to their destination, as a member of the twenty-eighth convoy, arriving in England on the 17th February, 1917. On completion of discharge of cargo she was transferred to the Admiralty, but on her way round from London to embark Imperial troops she was struck by a torpedo when about 10 miles from her destination. The explosion occurred in the neighbourhood of the

engine-room, and was of extreme violence, eight of the crew being killed. The ship was fully loaded at the time, but most of the outward cargo was saved, the vessel reached port, and has since revisited Australia.

The *Armada*, one of the vessels comprising the first convoy, had been transferred to the Admiralty barely three weeks when she was sunk by enemy submarine some 200 or 300 miles to the west of Ireland. Fortunately none of the Australians who had signed articles while the ship was in the Commonwealth service were aboard at the time, and although she was carrying troops for Salonika the loss of life was small. The *Armada* had successfully repulsed two previous attacks. In the afternoon a submarine shelled her, in the evening a torpedo missed her by a few feet, and just after midnight she received the fatal blow. No signs of the submarine were seen on the third occasion until about two hours after the ship had been hit, when the Hun came to the surface and with ten rounds of shell from right ahead finally sank her. The loss of life consisted of four of the crew, two Greek passengers, and six soldiers. The Master had a narrow escape. At the last minute he dived overboard and managed to get on a raft, from which he was rescued 24 hours later. It is difficult to understand why this ship was apparently unescorted, for, in addition to her troops, she carried a cargo of important military stores for Salonika and the dangers of the zone were well known.

The *Seang Choon*, which had long been a transport under Commonwealth requisition, met her fate when fortunately she was carrying no troops, but a valuable cargo of Australian produce.

All had gone well during the voyage up till the afternoon of 10th July, 1917. She was then going along at $12\frac{1}{2}$ knots per hour, with two officers on the bridge, two Lascars in the crow's nest, and the Gunner and a Warrant Officer on the gun platform aft, all keeping a strict lookout. At 3.55 p.m., after the Master had just taken his bearings of the land and was laying it off on the chart, a terrific explosion occurred. The vessel had been torpedoed on the starboard side. The alarm for boat stations was immediately sounded, and the engines put astern to take the weight off her. Unfortunately, the engines could not be used, as the torpedo had put them out of action. The ship was now rapidly settling down aft, and the Master ordered the boats to be lowered away and get clear of the ship. Every man was at his post, and there was absolutely no confusion, and good discipline was maintained throughout. The Master was, as usual, the last man to leave the ship, and not till the whole of the after end of the vessel was under water did he quit his post, when he was dragged into a boat as he stepped off the boat deck, that being now level with the water. Two boats were unable to free themselves of their tackles and were dragged down with the steamer. While the survivors were cruising among the wreckage picking up many men in the water or on rafts, the submarine came to the surface and

hailed the Third Officer's boat. Her commander asked for the Master, and the boat's crew, thinking he was drowned, pointed to the wreckage. The German seemed satisfied with that, and after asking the name of the ship, where from and where to, steamed away. The four boats remaining proceeded to pull for Fastnet Rock Lighthouse, 10 miles off, which was reached at 8.30 p.m. Meanwhile the light-keeper had sent a wireless for a patrol to pick up the derelicts, and shortly afterwards one of H.M. Motor Patrol launches took them in tow. At 1.30 a.m. on 11th July they landed at Crookshaven, whence they had a long walk to the coast-guard station, where the rest of the night was spent. The people in Golléen, the nearest town, were all very good to the shipwrecked men, and supplied them with necessaries, for not one of them had saved a stitch of clothing, and many were only in singlets and pants. At 6 p.m., 11th July, a Government tug arrived and took them into Bantry, where they were able to get a night's rest, which was sadly needed by all.

The loss of life owing to the two boats being dragged down by the sinking ship was considerable, three officers, a passenger, and fifteen Lascars being drowned. Short of convoying her, the Admiralty appear to have taken all the usual precautions for her safety, and after leaving Sierra Leone the ship was in constant touch by wireless, and had her course three times altered.

Another of the German sailing ships, the *Cooroy*, lately the *Athene*, a steel four-masted barque of 2,470 tons, met her fate off the Irish Coast in the early morning of the 29th August, 1917. A submarine sunk her with a torpedo, but the Master and crew managed to get clear, and were landed safely at Queenstown.

About a month later another vessel of the same class, the *Carrabin*, the ex-enemy *Susanne Vinnen*, a steel four-masted barque of 2,739 tons, when nearing Queenstown, bound for London with a full cargo of sleepers, was attacked by a submarine, which blew her stern clear away with a torpedo, and she immediately went down. At the time an armed trawler was in attendance, and the crew were taken aboard and landed at Queenstown. The submarine was not sighted.

The *Argyllshire*, a fine steamer of 12,097 tons, had a narrow escape in the English Channel at the beginning of February, 1917. She left Sydney with 465 troops on the 31st October, 1916, and embarked 1,241 more at Fremantle, thence proceeding via Durban and Cape Town to the United Kingdom as a member of the twenty-sixth convoy. Nothing of moment occurred beyond some delay in Africa waiting for convoy, and she safely arrived at her destination on the 9th January, 1917. The dangers surrounding movements on the English coast were at the time at their highest point, and at 2.15 p.m. on the 5th February the ship was struck aft by either a torpedo or a mine. Immediately both tunnels were flooded, but with great difficulty, under the pressure of the inrushing water, the watertight doors were closed. The port door, owing

to the bulkhead being strained and buckled, could not be shut tight and water poured into the engine-room, the ship listing heavily to port. All available pumping power was got to work, and after a time the water was got under control. When, however, later in the afternoon, an attempt was made to go astern on the front engine, a violent vibration was felt, and this engine was put out of commission. Fortunately, the *Argyllshire* was a twin-screw ship, and she shortly afterwards made Devonport and a dock. A peculiar incident is alleged to have occurred on this occasion. It is stated that when the accident occurred the firemen left the stokehold, and although ordered to return to keep the ship going they refused to do so. The stewards, who were mustered on deck, then offered their services to the Master, and down they went on firemen's duty. This action appears to have shamed the delinquents, who shortly afterwards took up their job, and, as has been stated, the ship safely made port.

Though temporary repairs sufficient to keep the vessel afloat were quickly effected, it was many months before the *Argyllshire* was again ready for sea. She was then transferred to the Admiralty and resumed trooping service.

The risks of navigation were multiplied, not only by mines and submarines, but, owing to the number of vessels destroyed, there was always the danger of striking a submerged wreck. This form of accident severely damaged the ex-enemy *Tiberius*, now called *Toromeo*, which on the 20th February, 1917, struck a submerged wreck off Newhaven. She was able to make port, and is still running under the auspices of the Commonwealth Government Line.

Another of the ex-enemy sailing ships, the steel four-masted barque *Burrowa*, formerly the *Carl Rudgert Vinnen*, of 2,902 tons, went to the bottom as the result of a submarine's torpedo which struck her when about 60 miles west of the Scilly Isles on the 27th April, 1917. All hands were saved and taken to Penzance, and the vessel, which was under charter to a private firm, was insured.

The *Talawa*, another ex-enemy used in the cargo service by the Transport Branch, is a steamer of 3,834 tons, and was formerly named *Wotan*. She was torpedoed in the Mediterranean on the 5th May, 1917, and was beached at Alassio, stern first. All the officers and crew were landed safely, and temporarily billeted ashore. The extent of the damage, after examination by a diver, was shown to be an aperture, measuring about 38 feet by 26 feet, in No. 2 hold. The damage extended to the double bottom, and also the shell plating rested on the beach. The ship was eventually moved to Leghorn for permanent repairs, which proved a tedious business, and it was not till the middle of March, 1918, that she was once more fit for service.

The *Barunga* was used as a transport from the time of the second contingent, and was formerly the German *Sumatra*, a steamer of 7,484

tons, and the finest of the ex-enemy vessels. With 828 troops, many of whom were invalids, and a crew of 85 on board, the *Barunga* left Plymouth on the 14th July, 1918, at 4 p.m., escorted by H.M.S. *Kent* and three destroyers, bound for Australia via Cape Town and Sierra Leone.

On the 15th July, at 5.13 p.m., she was steering a course behind H.M.S. *Kent* zigzagging, when she was attacked by a submarine and torpedoed. The lookout man sighted the periscope of a submarine at about 250 to 300 yards on the starboard bow; at the instant he sighted the periscope the torpedo struck the ship. The engines were immediately put astern to take way off the ship; all hands were summoned to stand by boats, soundings were taken, and 15 feet of water was reported in No. 1, 12 feet in No. 2, and 3 inches in No. 3 holds. When way was off the ship the engines were stopped, and all hands called up from engine-room, boats were lowered as the ship began to settle by the head. The boats were instructed to take on board as many as they could with safety, proceed to the destroyers, and return at once for others. The Master then advised a destroyer to send a wireless message for two tugs, as, providing that the bulkheads held, the ship might be taken in tow.

The abandoning of the ship took place in a very orderly manner, there being no panic, and consequently no loss of life. Some few troops took to the rafts, and were picked up by the boats and placed on board the destroyers. Soundings were again taken, when 10 feet of water was found in No. 3, showing that No. 3 bulkhead had given way.

Two destroyers with survivors on board immediately proceeded to Plymouth, one destroyer remaining with the Master, Chief Officer, Fourth Officer, and four A.B.'s. The Master and Chief Officer boarded the ship again at 10 p.m. and found that she was quickly settling down, so returned to the attendant destroyer. At 12.40 a.m. the *Barunga* disappeared head first. The destroyer then wirelessed and cancelled the order for tugs, which were on their way.

The two first destroyers arrived at Plymouth at 8.30 a.m. on the 16th, where, after the survivors had received food and necessary clothing, they were entrained for Weymouth and the crew for London. The third destroyer arrived at Plymouth at 2 p.m.

At the time of being torpedoed the weather was hazy and fine, with a heavy S.W. swell, which considerably hampered the loading of the boats.

When the ship was torpedoed a destroyer quickly steamed to the spot where the submarine was supposed to be and dropped a large number of depth charges. It is stated that these had the desired effect, and that shortly afterwards she came for a few moments to the surface apparently most seriously damaged, and was greeted with a tremendous cheer from the rescued soldiers on the destroyer.

The *Conargo*, one of the ex-enemy steamers, formerly the *Altona*, had been used since the war broke out as one of the cargo fleet of the Transport Branch. On the 12th March, 1918, she was transferred like the other ships to the Commonwealth Government Line. She was handed over at Liverpool, and at once requisitioned by the Admiralty for a voyage to a Gulf of Mexico port. She sailed on the 30th of the month, and at 4 a.m. on the following Sunday morning she was struck by a mine or torpedo forward, and No. 1 hold immediately filled with water. The four boats were promptly launched, one lying off a short distance from the ship, and the others remaining alongside until the final abandonment was ordered. After a brief interval a second torpedo was fired by the submarine, which exploded amidships close to one of the boats, instantly killing ten of the men in her. The remaining boats then stood off and waited to see the *Conargo* go down. She continued to float, however, for some time, and about 8 o'clock the Third Officer went aboard again. Here he discovered five dead bodies, but he succeeded in rescuing one man who was seriously injured. Eventually two boatloads of survivors were picked up and landed at Holyhead, and the occupants of the third boat were taken to Dublin.

Three other vessels which had done good service for the Transport Branch came to untimely ends from enemy torpedoes, but at the time they had all been transferred to the Imperial Government. The *Clan MacCorquodale* was sunk on the 7th November, 1917; the *Kyarra*, so well known before her hospital and trooping days on the Western Australian run, was torpedoed and sent to the bottom on the 26th May, 1918; and the *Warilda*, which had long been lent to the Imperial Authorities as a hospital ship to take the place of one of the other hospital ships which had been so ruthlessly sunk by the enemy, in her turn suffered the same fate while on hospital service, and sank on the 3rd August, 1918.

Chapter XIII.

THE REQUISITIONING OF VESSELS BY THE COMMONWEALTH.

After the first wave of patriotic fervor at the commencement of the war ship-owners generally began to review their position. Freights and values of tonnage were soaring, and blue-book rates of hire were not commensurate with the possible earnings of the vessels had they been left in owners' hands. The necessary requisition of vessels by the Commonwealth Government had absorbed most of the regular liners engaged in the Australian trade, as well as many tramp steamers which were pretty regular visitors at Australian ports. To meet this depletion the Navy Department endeavoured, by the use of the ex-enemy ships which had fallen into its hands, to relieve the constriction in the export business of the country. It must be remembered that none of these last-mentioned ships were considered suitable for the carriage of troops or horses, so that, unless they were to be left to rust in the ports where they were lying, the only thing to do was to use them to the best advantage to relieve both Australian producers and the consumers of Australian products elsewhere in the world. The position would to most thinking people be obvious, but early in the war an agitation commenced amongst the owners of "tramp" steamers, who alleged that the Australian Government was chartering these ex-enemy ships for the carriage of private cargoes at full market rates of freight. There was a certain subtlety in the contention, for had not market rates been charged these same people would have been the first to complain that the Transport Branch was underselling the few remaining steamers not requisitioned for war service.

The Admiralty was approached by the malcontents, and the Naval Board was in due course notified of their attitude, and, in reply, pointed out that the ships referred to had only been used in work for which no other tonnage was offering, and which was urgently necessary to continue the export trade of the Commonwealth. But the aggrieved ones were persistent, and pressure was still brought to bear on the Admiralty until it was seriously suggested that the cargo steamers should be handed over to the Imperial Authorities. The Naval Board thereupon took a firm stand, and asserted that in all the circumstances it could not see its way to comply if the best interests of the Commonwealth were to be conserved. For the time being this appears to have settled the question so far as the purely cargo ships were concerned, but early in May, 1915, the owners of Commonwealth requisitioned transports commenced a somewhat similar movement. The Admiralty Advisory Committee was approached, and it was suggested that the Australian Government was not carefully restricting its requisitioning

to its purely military needs, but was, under the guise of trooping necessities, requisitioning ships in order to maintain the Commonwealth's trade. The absurdity of such a contention was manifest. In the first place, no considerations of cargo were ever permitted in any way to interfere with military needs in space or despatch, although such space as was available was utilized in this time of stress to the fullest extent that exigencies of the situation warranted. Beyond the point indicated no attempt was made to wed the Transport and Trading Services, as it was realized that such action would tend to impair the efficiency of both, in addition to being directly at variance with the policy of the Government.

On the other side of the world the complaints against the administration were exactly the reverse, namely, that ships returning to Australia were despatched practically empty, and it was proposed that the vessels should be temporarily released to owners for the outward voyage. This suggestion sounded reasonable enough until the true facts were considered. Unless still more ships were to be requisitioned by the Australian Government for trooping service, the prompt return of those which had disembarked their troops at an Egyptian or European terminal port was essential, and to place a vessel on the berth for cargo in England at that time, owing to the congested state of the railways and docks, would inevitably mean serious delay. In this connexion it is interesting to note that the Board of Trade was simultaneously urging the quickest possible despatch of the insulated ships on their return journey to Australia for frozen meat supplies, which were in urgent demand.

A few months later very little outward cargo was offering, and even in the case of deadweight it became a matter of the greatest difficulty to secure even sufficient for the stability of the ships. It would appear that the grievances of shippers to Australia, if, indeed, they had any foundation in fact, were due to the uncertainty of sailing dates, owing to the congestion of docks and railways, the poor quality of the labour available, and the impossibility of making forward bookings owing to the liability of the steamers being required for Admiralty service at any moment. In the middle of 1915, when the complaints of the transports returning empty to Australia were most insistent, those in the best position to gauge the position were of opinion that there was plenty of tonnage available for the export of goods to Australia, but that the real trouble was internal. The manufacturers could not, often after carting their goods to the station, obtain trucks to take them to the port of shipment, which meant an irritating waste of vans and labour at a time when both vans and labour were exceedingly scarce. Then, again, if the shipper was sufficiently lucky to get his goods to the docks they were not infrequently shut out, not because the ship was full, but because the goods could not be got alongside owing to the congestion of other goods standing in the way.

The question of return loading is so intimately connected with the charge that the Commonwealth was unduly requisitioning ships that it is impossible to deal with the two matters separately. A sort of compromise was proposed in August, 1915, to the effect that requisitioned ships should be chartered to owners at blue-book rates of hire for the outward voyage. At the first glance this seemed reasonable enough, but when the details were considered the scheme appeared impracticable, and presented so many complicated interests requiring adjustment, that its application would have probably resulted in endless disputes. The ships were all fitted as transports, and it was essential that these fittings should be left standing to facilitate preparations for embarkation on their return to Australia. These fittings not only took up space which would ordinarily be available for cargo, but some of them would have to be dismantled to provide for loading, &c., and at whose cost for the time occupied and the work performed?

Then, again, the question of where and when the steamers were to be re-delivered to the Commonwealth for further trooping service was one which would probably so hamper the outward charterers that disagreements would result. But perhaps the most insurmountable difficulty of all was the liability of the ships to be requisitioned at any time for special Imperial transport service on their outward voyage, very likely involving a departure earlier than intended under the charter and a resultant short shipment of cargo. It was always, moreover, possible that should urgent need arise the vessel might be diverted for special Imperial service while on her voyage, which would not improbably seriously upset the charterer's calculations.

For the time being the proposal was abandoned, and the conduct of the outward voyages remained as before.

Meantime, tonnage for all purposes was becoming more and more scarce and valuable, and attention was again directed by those interested to the Commonwealth requisitions. On this occasion the comment took a different form to the effect that it was considered that more men could be carried in Australian transports if the ships were fitted in accordance with the specifications adhered to by the Imperial authorities. In fact, that accommodation could be provided for 30 per cent. more troops. The Naval Board had very justly prided itself on the fitting of the ships, and the difference between the Imperial and Australian standards was largely responsible for the comparative comfort our men enjoyed on their way to the scene of action and the very few complaints received in regard to the accommodation provided. The Naval Board consequently replied that the deck room on transports for long voyages through the tropics limited the allotment of troops, and that if at present there were any ground of complaint it was on account of overcrowding.

The agitation started by certain ship-owners with the object of reducing the number of vessels under Australian requisition still

continued, and in August the Liverpool Steamship Owners' Association wrote direct to the British Prime Minister on the subject. As a result, a meeting took place at the Board of Trade at the end of August, 1916, between a representative of that Department, an official from the Admiralty, and the Commonwealth Shipping Representative from the High Commissioner's Office, at which the whole matter was discussed in an informal manner, with the object of finding some solution of the difficulty.

All sorts of legal and constitutional points had been raised by certain owners as to the power of the Commonwealth Government to requisition British ships, but it was agreed to postpone the consideration of these for the present, and to deal with the question from a purely practical and business point of view.

The main point at issue appeared to be the difference between the practice followed by the Admiralty and the Commonwealth Government with regard to the utilization of requisitioned ships for commercial trading.

The Admiralty practice was stated to be to leave ships, other than "fitted troop ships," to their owners as far as possible for commercial purposes. Special attention is drawn to the proviso, for all the ships under discussion under Australian requisition were "fitted ships." The fitted ships under Admiralty control had little time or opportunity for commercial trading, as the distances covered each voyage were comparatively short, and there was a constant flow of troops both ways. The Commonwealth ships, on the other hand, had certain opportunities for commercial business, and, for the reasons previously stated, it had been the custom, instead of releasing them to their owners, for the Government to run them, and take any earnings accruing. Much more often than not the Admiralty required all or part of the available cargo space on the outward voyage of Australian ships for troops, military stores, &c. The extent of this usage will be shown presently in a short analysis of the periods during which our ships were absent before becoming again available for transport work from Australia. These very lengthy absences were in almost all instances due to Imperial requisition, the few exceptions being owing to mishaps from torpedoes, mines, or collisions. (See Appendix V.).

The Admiralty also, from the extent and variety of the tonnage available, could distribute requisition, thus being able from time to time to release ships to owners. On the other hand, vessels suitable for transport purposes equal to requirements could not be secured in Australia, which made it necessary for the fitted ships to be returned with the utmost despatch without waiting for cargo, although, of course, always taking such goods as were available in the limited time at their disposal, and which Admiralty requirements permitted.

The one possibly real grievance voiced on behalf of the ship-owners was that the goodwill of their lines, which it had taken years to build up,

was being impaired by the competition of vessels under Government requisition, while their own ships, owing to similar requisition, could not as formerly take their part.

No solution of the difficulty was at that time arrived at, but the discussion led to a revival of the proposal to release Australian vessels to their owners for the outward voyage, subject to certain conditions and limitations. The London owners would not, as a body, avail themselves of this offer, but it was left open to individuals to do so if they chose, provided always that there was to be no implied obligation to accept release of their ships unless it was suitable to their trade requirements. The Liverpool owners engaged in the Australian trade definitely accepted the terms of the Commonwealth Government. The losses from submarine attack were at this time very heavy, and the shortage of tonnage a most serious problem, one of the results being the "Liner Requisition Scheme" of the Imperial Government, which will be dealt with presently. It will suffice here that its inauguration removed the necessity for testing the practicability of releasing transports to owners for the outward voyage.

Before leaving this subject it may be interesting to analyse the uses to which the ships originally requisitioned by the Commonwealth Government were put, and it will be seen that the large number of vessels required for trooping purposes was due, not as alleged by some ship-owners to the rapacity of the Naval Board for tonnage, or to foster a Government-controlled overseas shipping business, but to the very extensive requirements of the Imperial Authorities, which took our ships away from the work of transporting Australian troops often for very long periods.

The first convoy, which embarked in October, 1914, consisted of 28 ships, and of these only ten returned in time to embark the third contingent, which left in February, 1915. The transport of the second contingent, sailing in December, 1914, necessitated the requisitioning of sixteen additional vessels, while the *Kyarra* was taken up and fitted as a hospital ship. Five ships of the first convoy returned in time to take on board the fourth contingent, which was a small one, only some 3,300 men and 2,000 odd horses, which left in April, 1915; one more turned up in time for the fifth convoy, which left at the end of the same month, three for the sixth, and two for the seventh convoys, which embarked in June and July. Thus, eight months after requisition, only twenty of the 28 ships were again available for the transport of Australian troops. Of the balance, three were handed back to owners on completion of their voyage, one was used by the Admiralty as an armed cruiser, and the remaining four, owing to Imperial requirements, were not again available till July, October, and February, 1916.

The record of the sixteen ships of the second convoy was somewhat better, for four were ready for further service from Australia in May, 1915, eight in June, one in July, one in August, and two not till October.

The third convoy required twenty vessels to carry approximately 9,000 men and 6,000 horses, so, as only ten vessels of the first convoy had come back, it was absolutely necessary to requisition ten more. This contingent embarked in February, 1915, and, under ordinary circumstances, the ships should have been again ready for service in June or July. Only one, however, was available in June, two in August, three in October, and the same number in November, one in December, one in April, and five not till May, or more than twelve months after starting on their last voyage.

The fourth convoy comprised only five ships, and embarked in April, 1915, and escaped serious delay at the other end; moreover, for this no further requisitions were necessary.

In the following month 3,200 men and 2,000 horses were despatched in seven ships. Of these one had returned from the first convoy, and two, including the hospital ship, from the second, so it was necessary to take up four more vessels for the work. These were all again available in from five to six months. By June, 1915, fourteen of the ships already under requisition had returned, and these were sufficient for the contingent leaving in that month. These vessels, or most of them, suffered considerable detention at the termination of their voyage, and only two were back here again by October, five by November, three at the end of the year, and four not till January, 1916.

In June, 1915, men were enlisting freely, and four more ships were despatched later in the month, but, as only three of the previously used vessels were available, an extra ship had to be secured. It was in the case of one six and of another seven months before she was again ready for service.

Men still came forward, and for the July reinforcements four more ships were required, and were requisitioned, forming the eighth convoy. Three of these returned in a reasonable time, but one was not again available till October, 1916, being on Admiralty service in the meantime.

The despatch of the ninth contingent of nearly 6,000 men in August, 1915, necessitated the employment of seven ships, but of those already in the Commonwealth service, only four were here, so three more requisitions were necessary. The fresh ships were promptly returned, but two of the others did not again put in an appearance till March and April of the following year. One was sunk in January, and one re-delivered to the Government of India.

The August reinforcements, which formed the tenth convoy, required four ships, but only three had returned, so another had to be acquired. Three came back fairly quickly, but the fourth did not again put in an appearance for seven months.

No additional vessels were required for the eleventh convoy, and the eight despatched occupied on the round trip, one four months, three

six months, three eight months, and one ten months. The result of these delays was that when the twelfth convoy was sent away in October, 1915, and four ships were required, only two were available, and it was necessary to requisition two more. Fortunately these all returned in a reasonable time.

For the thirteenth convoy, sailing in October, 1915, nine ships were requisite, and this involved one further requisition. They came back to Australia in from four to nine months.

In the following month the fourteenth convoy sailed, and consisted of fourteen ships, the requisition of one fresh vessel again being necessary. Unfortunately one of these ships was sunk in January, 1916, and the thirteen others took from four to seven months to complete the round voyage.

The fifteenth convoy comprised seven ships, which were absent from Australia for some four to nine months. One fresh requisition had again on this occasion to be made.

Eleven vessels returned in time to sail with the sixteenth convoy in January, 1916, the voyage in this instance occupying various periods ranging from three to nine months. The ships comprising the seventeenth convoy, seven in number, returned more speedily, but some of the following lots were absent from six to seven months.

The twenty-first convoy was a large one, and consisted of seventeen vessels, which left in June, 1916. There was not room in the sixteen ships available already under requisition for the 25,300 men, so once again an additional steamer was taken up. All but two got back to Australia between October, 1916, and January, 1917. The two exceptions were retained on Imperial Service, one till sunk in August, 1918, and the other till redelivered to owners twelve months later.

No further requisitions were requisite after this, but the same tardy return to Australia was experienced. Some ships sailing in July, 1916, did not get back till February, 1917; August, 1916, sailings returned in May of the following year. Vessels which left in October and November, 1916, were not again available till September and October, 1917; a December ship reached Australia in the following November, and January ships in September.

It will be seen from the above dates that although an apparently large fleet was requisitioned for the transport of the Australian troops the vessels were for a very large portion of their time otherwise engaged, and, with the exception of a few delays due to accidents, were employed on Admiralty service.

It is estimated that had it been possible to confine the business of the ships taken up as transports to the Australian service only, in spite of the congestion at British ports, which naturally retarded quick despatch, the trooping work could have been accomplished with from twenty to 25 fewer steamers.

Chapter XIV. .

LINER REQUISITION SCHEME

In February, 1917, owing to the increased shortage of tonnage as a result of the unrestricted activity of the German submarines, it became expedient for the Imperial Shipping Controller to requisition all steamers (other than those already requisitioned by H.M. Government, by the Commonwealth of Australia, or by the Dominion of New Zealand), whether owned or chartered, which were then or might subsequently be operated outwards or homewards under the auspices of any company between the United Kingdom and Australasia.

Requisitions took effect as from the first occasion of the vessels' complete discharge in the United Kingdom, or (in the event of the operation of loading and discharging overlapping) on a date to be agreed as the date of such completion, or (in the case of vessels not then trading to the United Kingdom) at a date to be arranged.

It was not the desire of the Government to interfere either with the nature of the business or the method of conducting it which would have been followed if the steamers had not been requisitioned, except so far as these might be affected by the decisions of the representative Committees of Ship-owners at home, and of Agents abroad. The owners were therefore to continue to run the vessels as for themselves, though actually for the account of the Government, crediting full earnings and debiting net charges after allowance for all rebates, commissions, &c.

The blue-book rates and conditions with the Charters attached thereto formed the basis of remuneration to owners, but this, of course, was subject to adjustment of the various charges payable by owners thereunder. If, for instance, the cost of Marine Insurance, Crews' Wages, and Victualling, Ordinary Upkeep, &c., were debited as disbursements against the Government, the blue-book hire which covered these charges was correspondingly reduced.

Whilst the blue-book rates of requisition were usually taken to cover such duties of purely ship management as would devolve on owners under a Time Charter, it was recognized that the foregoing proposals entailed responsibilities and services of a more extensive character, covering practically the general management of the vessels in the full sense of the term. In cases where Lines had their own offices abroad, it was suggested that the same scale for the time being be applied as to agents, but, in order to secure the most satisfactory and economical programme of loading, a scheme for pooling the remuneration amongst the various agency interests abroad was devised, so that it might be a matter of indifference at what ports and in whose hands the vessels were placed by the homeward Committee.

In fact, the general intention of the scheme was that the owners should run the steamers as for themselves, though on account of the Government.

A Committee was appointed to examine the requirements of the trade in relation to the tonnage available, and to submit for the approval of the Controller of Shipping suggested outward employment of the individual vessels, whether on the direct United Kingdom or indirect outward berth. This Committee was instructed to pay special attention to ascertaining whether there was any tonnage in excess of the outward requirements available for employment in other directions. In the event of the Controller having to ask that a given number of the vessels in the trade should be transferred for employment with countries nearer to the United Kingdom, the Committee was required to advise as to the best consequent re-arrangements of the programmes of the vessels left in the Australian and New Zealand trade.

Similarly in Australasia, the homeward employment, loading programme, and movements of the steamers were placed by the Outward Committee in the hands of a central Committee of Agents approved by the Controller, and the two Central Committees, which already administered in Australia and New Zealand respectively the loading programme of refrigerated tonnage, were entrusted with these additional functions.

Apart from facilitating the withdrawal of steamers from their trades for more urgent national employment, it was intended that the scheme should lead to greater unity of control with identity of interest, thus enabling tonnage to be administered more efficiently, and, by throwing open a wider field of alternative employment for any excess over and above the trade's requirements, be productive of sensible economy in its use.

Although in the proposition of February the ships under requisition by the Commonwealth Government were specifically excluded from the scheme, it was apparent that it was only a question of time before the British Ministry of Shipping would endeavour to obtain control of these vessels also. Negotiations with this end in view were shortly opened and after due consideration the Commonwealth Government concurred in the arrangement. The *Euripides* was the first ship taken over by the Imperial Government on the 2nd June, 1917, and it was agreed that all the other troop transports should be transferred as soon as they had completed discharge of inward cargo in the United Kingdom.

Matters such as the rates in future to be paid by the Commonwealth Government for the conveyance of Australian troops and convalescents, and the respective liability of the Imperial and Commonwealth Governments in connexion with the eventual reconditioning of the vessels, were for the moment left in abeyance, and authority was given by the Naval Board to the Commonwealth Shipping Representative in the High Commissioner's office to adjust details with the British Ministry of Shipping.

After some negotiations it was arranged that the Imperial Government should assume the entire responsibility for the ultimate reconditioning of the vessels transferred, and as an appreciation of the acceptance of this liability it was decided that no claim should be made for transport stores or fittings belonging to the Commonwealth and on board at the time of transfer. This arrangement only applied to ships still remaining in the trooping service. The reconditioning of other vessels still remained a charge against the Commonwealth, but an account of stores, &c., was to be taken, and credit for their value given.

The arrangements for the conveyance of Australian troops in the requisitioned liners required much consideration and adjustment of detail. It was ultimately agreed that the troops should be conveyed between any ports in Australia and the United Kingdom on a passenger basis, the charge for first class to be £40, second class £22, and third class £17; these rates to apply to any route.

Passage money on the voyage was to be paid on the numbers actually on board the ship when leaving the last port of call in Australia or the United Kingdom, as the case might be, and no account was to be taken of passengers embarked, disembarked, died, or deserted *en route*. Should others join the ship at ports of call on the subsequent voyage, passage money for the additional number was only to be payable at the rates to be agreed upon for interport voyages. It was also arranged that the Australian scale of victualling should be adhered to whenever Australian troops were carried. All miscellaneous trooping stores, including rafts, lifebelts, &c., were to be supplied at the expense of the Imperial Government, but the Commonwealth was to be responsible for medical stores and comforts, and the Australian Imperial Force Canteen Organization was to continue to provide Dry Canteens.

No charge was to be made for the conveyance of equipments, vehicles, baggage, or other stores connected with the troops on board, but the Commonwealth was expected to meet any expenses connected with the handling of freight-free cargo.

Another matter which relieved the Commonwealth of much liability, and probably many disputes, was the acceptance of the Imperial Government of full responsibility for the ultimate re-delivery of the ships, thus removing the disputed point with owners as to whether the vessels were to be handed back in Australia or the United Kingdom.

All costs of refitting or dismantling were accepted by the Imperial Authorities, and the Commonwealth was to carry no further liability for war risk.

So far only overseas passengers have been mentioned, and, as has been implied, no passage money was to be charged for persons travelling on the coast between the first and final port of departure. A rate of victualling charge for such persons was, however, arrived at, namely 6s. 6d. first class, 3s. 3d. second class, and 1s. 10d. third class, per day.

Chapter XV.

HOSPITAL SHIPS, ETC.

When this account was commenced it was intended to give more detailed information in regard to many subsidiary matters which engaged the energies and attention of the Transport Branch.

The carriage of horses for our troops and the reasons for the cessation of the shipment of horses from Australia is, it is understood, a Military and not a Naval question.

Still, as a consolation, a very brief reference may be made to some of these matters. The question of finance the writer does not propose to deal with. It will suffice to say that had credit, even as a book entry, been given to the Transport Branch of the Navy Department for services rendered to the Defence Department for the carriage of troops, horses, and equipment, the difficulties referred to in the chapter on insurance of the transport fleet would not have existed, and a much more reliable and true exposition of the use made of the ships under the control of the Transport Branch would have been available. The writer from the early days of the war called attention to this subject, and prepared monthly statements of the value at current rates of the space in ships devoted, without any credit to the vessels' administration, to military requirements. Of course, in any case the Commonwealth paid, but when the huge sums involved in the transport of our men are reviewed any criticism of the Sea Transport Administration should receive credit for this qualification.

Our hospital ships were perhaps as perfect as such vessels can be made. Two—the *Wandilla* and *Warilda*—were very early in their career taken over by the Imperial Government; but first the *Kyarra* and then the *Kanowna* and *Karoola* did invaluable service under the auspices of the Transport Branch.

The fitting-up of these ships was as complete and perfect as money and sympathy with their prospective passengers could make it; but for some readers it may be of interest to detail the general procedure on board.

The Senior Medical Officer had entire control of the Hospital Staff and extra military details attached, and also for the general care of the sick and wounded, just as if they were in a military hospital.

The Senior Medical Officer aboard occupied practically the same position as the Commanding Officer of troops on a transport. The Master of the ship and the Senior Medical Officer were instructed to

work together for the general good of the patients. Thus, on receiving his sailing orders, the Master was directed to show them to the Senior Medical Officer.

Before arranging the time of arrival or departure the Master was to consult with the Senior Medical Officer, and to conform to his requirements as far as the safe navigation of the ship permitted. A similar course was to be adopted whenever any question arose as to the future movements of the ship.

Article 25 of the Instructions for Masters of Transports was varied to the extent that the internal arrangements of the ship, so far as they related to her functions as a hospital ship, were to be under the Senior Medical Officer, and should he consider it necessary to make any alterations in the hospital fittings of the vessel whilst on passage, the Master was desired to follow his instructions in the matter; but the approval of the Naval Board of Administration was to be sought at the first opportunity.

The Hospital Staff was responsible for the cleaning of the hospital wards, laundry work, &c., but the crew was to be such as to admit of ratings being placed at the entire disposal of the Senior Medical Officer for assisting in cooking, attendance on the nursing sisters, for charge of extra machinery, and for laundry work, viz. :—

3 cooks	1 scullery boy
2 washerwomen	1 butcher.

Seven extra ratings to assist in cleaning wards, &c.

The ventilation of the ship throughout and the lavish use of disinfectants was ordered.

The owners of the ship were required, in the first instance, to put on board sufficient stores to provide for the following individual diets :—

Diet No. 1		Diet No. 2		Diet No. 3		Diet No. 4		Total Number of Diets.
4,000	..	4,000	..	2,000	..	20,000	..	30,000

These figures were based on the requirements of 500 invalids for 60 days, and were exclusive of the requirements of the Medical Staff.

The number of rations of each description issued were paid for by the Government at stipulated rates, upon the production of certificates signed by the Senior Medical Officer from time to time.

All Government officers (exclusive of the sick and wounded on diet) and nursing sisters were to be accommodated in the saloon, and messing for them was provided by the ship-owners and paid for by the Government, at the rates agreed upon, on the production of the usual messing certificates signed by the officers and others. Such rates included mess traps and all other requisites under the regulations for H.M. Transport Service.

Sick and wounded officers were dieted in such a manner as was directed by the Senior Medical Officer.

All supplies, including medical comforts, to sick and wounded officers and to men on hospital diet; beyond the quantities specified in the diet table and all drinks—alcoholic or mineral—supplied to them were paid for by the Government at cost price upon the production of the vouchers for the articles received, certified by the Senior Medical Officer.

The owners provided the canteen stores for sale on board at prices on a fixed schedule.

The sale or supply of intoxicants on board was strictly prohibited, excepting only when ordered by the Senior Medical Officer for medical purposes.

Mess utensils and miscellaneous stores were provided by the ship-owners at Government expense. The Master was furnished by the Medical Officer in Charge with certificates of losses and breakages.

The owners were required to supply all the cabin bedding for the staff, and also, at Government expense, such deck chairs, lounges, &c., as might be necessary.

All Government stores (except medical stores) put on board, including bedding, were in the charge of the Master.

On arrival at a port of disembarkation, the Master was required to demand replenishment of Government stores in his charge from the Naval Store Officer or Victualling Store Officer at the port according to the nature of the stores.

When wards were first being prepared, the Master was required to obtain a temporary receipt from the ward master for all bedding, crockery, &c., and subsequently a formal receipt from the Senior Medical Officer. At the end of each voyage the Master again took over the bedding, &c., obtaining certificates from the Senior Medical Officer for any losses or deficiencies.

If the nature of the service should at any time make it impracticable to observe the regulations in their entirety, it was directed that they should be followed so far as possible. If difficulty should arise the Senior Medical Officer was told, in consultation with the Master, to see that such arrangements for control, accounting for stores, &c., were made as the exceptional nature of the service allowed.

The medical comforts which owners were required to provide on hospital ships at actual cost to the Government and for the use of the sick and wounded were as under:—

Description.	Quantity.		
Ale ($\frac{1}{2}$ -pint bottles) 1,440 bottles.
Arrowroot 120 lb.
Barley, pearl 180 lb.
Brandy 300 bottles.
Broth, chicken 300 lb.
Broth, mutton 300 lb.

Description.	Quantity.
Calves' Foot Jelly or equivalent in powder ..	300 pints.
Champagne	300 pints.
Cocoa Powder	60 lb.
Cornflour	90 lb.
Lime Juice	900 lb.
Meat Extract (of all kinds)	150 lb.
Milk, condensed	2,250 tins.
Oatmeal	450 lb.
Pea Soup	90 lb.
Port Wine	450 bottles.
Rum	350 bottles.
Sago	60 lb.
Soup and Bouilli	150 lb.
Soup, ox-tail	150 lb.
Stout ($\frac{1}{2}$ -pint bottles)	1,440 bottles.
Sugar, granulated	600 lb.
Tapioca	60 lb.

The quantities quoted above were based upon the requirements of 500 invalids for 60 days.

The various scales of diet for patients have already been quoted, and the rates of payment to owners for victualling were as follows:—

Patients.

Diet No. 1 (Milk) ..	One shilling per head per day.
Diet No. 2 (Beef Tea) ..	One shilling and threepence per head per day.
Diet No. 3 (Chicken) ..	Three shillings per head per day.
Diet No. 4 (Ordinary) ..	One shilling and sixpence per head per day.

Although it was considered that the vessels exclusively fitted as hospital ships should be able to cope with the work, yet owing to the loan of two vessels previously mentioned to the Imperial Government and the necessity for the return to Australia as soon as practicable of the sick and wounded who would not in all probability be fit for future service, a large number of ordinary transports were specially fitted for the carriage of invalids.

Enemy action in sinking cross channel hospital ships without warning revolutionized the Hospital Ship Service. The Imperial Government notified the enemy that the cross channel ships would no longer claim protection under the Geneva Convention. Distinctive colouring was painted out, including the Red Cross, while the ships were armed and escorted. This applied to the *Warilda*, among others.

Hospital ships in other waters were also escorted in future, which led to delays *en route* in the case of the *Karoola* and *Kanowna*.

The losses of hospital ships rendered it impossible for the Imperial Government to release either *Warilda* or *Wandilla*, and at this time so grave was the position that a request for temporary loan of *Kanowna* or *Karoola*, when next in the United Kingdom, was anticipated.

At a later period official guarantees were received from the German Government to the effect that hospital ships, if distinctly marked, would not be attacked elsewhere than in the Mediterranean or the English Channel. Special arrangements were also made in regard to hospital ships in the Mediterranean, whereby their safety could be guaranteed by means of the presence of neutral commissioners on board. As to cross channel hospital ship traffic, no agreement was arrived at.

As a protection against submarines, it was decided to place guns on all transports and ex-enemy cargo steamers employed in the Commonwealth Service, and it was agreed with the Admiralty that the Commonwealth Government should bear all expenses incurred in Australia in connexion with the fitting of guns, and also the expenses subsequently incurred in connexion with each occasion of landing or shipping a gun irrespective of where it took place. It was the general practice to remove or take aboard the guns at Port Said or Dakar, on the eastern and western voyages respectively.

Dry canteens were at first provided by owners on all Australian Transports, as was the case on Imperial Transports; but at a later date a Controller of A.I.F. Canteens, with head-quarters in London, was appointed which enabled matters in connexion with the canteens to be placed on a more regular footing and furnished a reliable organization for the provision of canteen replenishments in England. It was, therefore, arranged that the Garrison Institute Canteens could be opened on the outward voyage for the benefit of Imperial troops carried in Australian ships. The Director of Transports at home welcomed this proposal, and the new system was promptly adopted.

The Master of the ship was made responsible for the custody of cash, and was furnished with full instructions as to the conduct of the canteen and disposal of cash on arrival in Australia.

Chapter XVI.

HORSES.

Particulars of the number of horses shipped in each vessel for the use of the troops in Egypt will be found in Appendix I., and it will be noticed that after the sailing of the *Bulla* from Sydney on the 25th November, 1915, the despatch of horses for military purposes entirely ceased.

Several things contributed to this decision, one being the fear of loss during the long voyage in the monsoon season. The *Palermo*, for instance, arrived in Egypt with only about half the animals embarked, the rest having died on the voyage. Although the captain of the ship claimed that pneumonia and not weather conditions accounted for this heavy mortality, the impression that the conveyance of horses through the Red Sea during the period of the monsoon would entail very heavy losses became firmly established in the minds of the Imperial Authorities.

In June, 1915, the Lords Commissioners of the Admiralty notified the Colonial Office and the Board of Trade that horses then on the way to Egypt were to be diverted to India, and the War Office cabled to the Australian Defence Department to the same effect.

Eight vessels were at this time *en route*, and all were ordered to proceed to Colombo, and thence to a port in India to disembark horses. It was stated that steps were being taken to ensure that no avoidable delay should occur, so that the transports could continue their voyage to Egypt with the troops on board.

Efforts to divert the *Afric*, *Persic*, *Bakara*, *Kabinga*, and *Malakuta*, which were already far on their voyage, failed, but the *Ajana*, *Port Macquarie*, and *Botanist* were all sent from Colombo to Bombay. Of the *Ajana's* 267 horses, 10 died on the voyage. The *Botanist*, which had 405 on board, lost 20; and the *Port Macquarie*, which carried 429, lost no less than 77. Of the horses actually landed in Bombay, 27 died ashore, 104 were retained in India, and 864 were at a subsequent date forwarded for the use of the troops in Egypt. Three other vessels, the *Medic*, *Suevic*, and *Chilka*, had also loaded horses, but, as they were still on the Australian coast, the two first-named were ordered to land their horses at Adelaide, and the *Chilka*, which was farther on the way, put into Fremantle for the same purpose. The shipment of horses was

resumed by the *Wiltshire* and *Clan MacCorquodale* in November, 1915, and considerable numbers were despatched as opportunity offered. The preference of Australian troops for Australian horses was very marked, and in August, 1916, an order was received by the Defence Department from the War Office to purchase 8,000 horses for Military purposes. As comparatively few of these had been shipped, considerable surprise was felt when in November the War Office intimated that arrangements were being made to obtain elsewhere the balance of the horses required, the reason given being the shortage of tonnage. The Defence Department protested, stating that shipping accommodation was available and a large number of the horses already purchased. The Governor-General consequently cabled to the Secretary of State for the Colonies that, as in connexion with the shipment of these horses no additional tonnage was required or asked for by the Commonwealth Government, it was difficult to understand the sudden cancellation of the order by the War Office, and seeking concurrence of the Imperial Authorities in the continuance of shipping as transports became available. It was added that the request was made having the requirements of the Australian troops especially in view. After a short delay a reply was received which definitely terminated the transport of horses. The Secretary of State for the Colonies cabled that the Shipping Control Committee had decided, after consultation with the Admiralty and the War Office, that no more horses should be shipped from Australia to Egypt, and that the vessels hitherto used for the purpose should be loaded with wheat or released to owners. It was contended that it was not a question of finding additional tonnage for horses, but that tonnage could be more advantageously allotted to other purposes. In view of this decision, it was stated the Army Council had made arrangements to meet the requirements in horses of the Force in Egypt from elsewhere.

Appendix I.

EMBARKATIONS AT EACH PORT.

CONVOYS 1 TO 44.

ABBREVIATIONS.

MILITARY	..	..	..	{	O.—Officers. S.—Sergeants. M.—Other Ranks.
NAVAL	..	..	..	{	O.—Officers. P.O.—Petty Officers. M.—Other Ranks.
CIVILIAN	..	..	..	{	M.—Men. W.—Women. N.—Nurses. C.—Children.

Appendix I

EMERGENCIES AT RACE POINT

CONTENTS

1. Introduction	1
2. Description of Race Point	2
3. History of Race Point	3
4. Current Status of Race Point	4
5. Emergency Procedures	5
6. Emergency Equipment	6
7. Emergency Personnel	7
8. Emergency Communications	8
9. Emergency Evacuation	9
10. Emergency Medical Services	10
11. Emergency Fire Services	11
12. Emergency Law Enforcement	12
13. Emergency Public Works	13
14. Emergency Utilities	14
15. Emergency Transportation	15
16. Emergency Shelter	16
17. Emergency Food and Water	17
18. Emergency Clothing and Personal Items	18
19. Emergency Pet Care	19
20. Emergency Animal Care	20
21. Emergency Plant Care	21
22. Emergency Environmental Services	22
23. Emergency Cultural Services	23
24. Emergency Religious Services	24
25. Emergency Social Services	25
26. Emergency Legal Services	26
27. Emergency Financial Services	27
28. Emergency Insurance Services	28
29. Emergency Tax Services	29
30. Emergency Accounting Services	30
31. Emergency Consulting Services	31
32. Emergency Training Services	32
33. Emergency Research Services	33
34. Emergency Development Services	34
35. Emergency Marketing Services	35
36. Emergency Sales Services	36
37. Emergency Distribution Services	37
38. Emergency Retail Services	38
39. Emergency Wholesale Services	39
40. Emergency Import Services	40
41. Emergency Export Services	41
42. Emergency Freight Services	42
43. Emergency Shipping Services	43
44. Emergency Air Services	44
45. Emergency Sea Services	45
46. Emergency Land Services	46
47. Emergency Pipeline Services	47
48. Emergency Rail Services	48
49. Emergency Road Services	49
50. Emergency Airway Services	50
51. Emergency Waterway Services	51
52. Emergency Pipeline Services	52
53. Emergency Rail Services	53
54. Emergency Road Services	54
55. Emergency Airway Services	55
56. Emergency Waterway Services	56
57. Emergency Pipeline Services	57
58. Emergency Rail Services	58
59. Emergency Road Services	59
60. Emergency Airway Services	60
61. Emergency Waterway Services	61
62. Emergency Pipeline Services	62
63. Emergency Rail Services	63
64. Emergency Road Services	64
65. Emergency Airway Services	65
66. Emergency Waterway Services	66
67. Emergency Pipeline Services	67
68. Emergency Rail Services	68
69. Emergency Road Services	69
70. Emergency Airway Services	70
71. Emergency Waterway Services	71
72. Emergency Pipeline Services	72
73. Emergency Rail Services	73
74. Emergency Road Services	74
75. Emergency Airway Services	75
76. Emergency Waterway Services	76
77. Emergency Pipeline Services	77
78. Emergency Rail Services	78
79. Emergency Road Services	79
80. Emergency Airway Services	80
81. Emergency Waterway Services	81
82. Emergency Pipeline Services	82
83. Emergency Rail Services	83
84. Emergency Road Services	84
85. Emergency Airway Services	85
86. Emergency Waterway Services	86
87. Emergency Pipeline Services	87
88. Emergency Rail Services	88
89. Emergency Road Services	89
90. Emergency Airway Services	90
91. Emergency Waterway Services	91
92. Emergency Pipeline Services	92
93. Emergency Rail Services	93
94. Emergency Road Services	94
95. Emergency Airway Services	95
96. Emergency Waterway Services	96
97. Emergency Pipeline Services	97
98. Emergency Rail Services	98
99. Emergency Road Services	99
100. Emergency Airway Services	100

EMBARKATIONS AT EACH PORT.

CONVOY 1.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.5. <i>Omrah</i> ..	16.9.14	38	..	1,104	1,142	..	..	..	..	..	4	..	4	1,146	15
A.15. <i>*Star of England</i>	20.10.14	24	41	503	568	..	..	..	..	..	..	..	..	568	457
A.22. <i>Rangitira</i> ..	20.10.14	17	..	431	448	..	..	..	..	..	..	..	..	448	450
A.25. <i>Anglo-Egyptian</i>	24.9.14	2	..	42	44	..	..	..	..	..	..	..	..	44	224
Total ..	..	81	41	2,080	2,202	..	..	..	..	..	4	..	4	2,206	1,146

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.1. <i>Hymettus</i> ..	21.9.14	1	..	39	40	..	..	..	..	..	..	..	..	40	256
A.4. <i>Pera</i> ..	26.9.14	5	6	79	90	..	..	6	6	..	..	..	..	96	391
A.6. <i>Clan MacCorquodale</i>	18.10.14	7	1	115	123	..	..	..	..	..	..	..	..	123	504
A.8. <i>Argyllshire</i> ..	17.10.14	30	2	798	830	..	..	..	..	..	2	..	2	832	373
A.13. <i>Katuna</i> ..	22.9.14	1	..	59	60	..	..	..	..	..	..	..	..	60	251
A.14. <i>Euripides</i> ..	19.10.14	73	115	2,081	2,269	..	..	..	..	..	..	..	..	2,269	16
A.16. <i>†Star of Victoria</i>	19.10.14	24	1	486	511	..	..	..	..	..	..	..	..	511	497
A.19. <i>Afric</i> ..	18.10.14	44	..	1,372	1,416	..	..	..	..	1	..	..	1	1,417	8
A.23. <i>Suffolk</i> ..	18.10.14	32	..	979	1,011	..	..	..	..	..	..	..	..	1,011	8
A.27. <i>Southern</i> ..	23.9.14	3	..	75	78	..	..	..	..	..	..	..	..	78	193
A.28. <i>Miltiades</i> ..	17.10.14	12	40	595	647	..	2	7	9	..	..	..	..	656	..
Total ..	..	232	165	6,678	7,075	..	2	13	15	1	2	..	3	7,093	2,497

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.1. <i>Hymettus</i> ..	30.9.14	1	..	41	42	..	..	2	2	..	..	..	..	44	313
A.2. <i>Geelong</i> ..	22.9.14	15	..	492	507	..	..	..	..	..	..	..	..	507	..
A.3. <i>Orvieto</i> ..	21.10.14	81	42	1,327	1,450	4	4	26	34	7	6	..	13	1,497	20
A.4. <i>Omrah</i> ..	19.10.14	..	..	..	..	1	..	..	1	..	..	..	..	1	..
A.9. <i>Shropshire</i> ..	20.10.14	38	50	738	826	1	1	1	3	..	3	..	3	832	432
A.10. <i>Karoo</i> ..	20.10.14	13	..	385	393	..	1	1	2	..	..	..	..	400	400
A.18. <i>Wiltshire</i> ..	18.10.14	35	..	720	755	..	..	5	5	..	..	..	..	760	497
A.20. <i>Hororata</i> ..	18.10.14	68	116	1,866	2,050	..	1	2	3	..	..	..	..	2,053	118
A.21. <i>Marere</i> ..	19.10.14	4	6	71	81	..	1	2	3	..	..	..	..	84	443
A.24. <i>Benalla</i> ..	19.10.14	48	69	1,108	1,225	..	..	..	..	..	..	..	..	1,225	10
A.25. <i>Anglo-Egyptian</i>	19.10.14	4	..	60	64	..	..	..	..	..	..	..	..	64	268
A.26. <i>Armada</i> ..	20.10.14	7	13	251	271	..	1	1	2	..	..	..	..	273	358
A.27. <i>Southern</i> ..	18.10.14	2	..	61	63	..	..	..	..	..	..	..	..	63	90
A.28. <i>Miltiades</i> ..	20.10.14	1	5	103	109	..	..	..	..	..	..	..	..	109	..
Total ..	..	317	301	7,223	7,841	6	9	40	55	7	9	..	16	7,912	2,949

NOTE.—Throughout the Returns the N.C.O.'s have been in some instances included with the Men.

* Now Port Sydney.

† Now Port Melbourne.

CONVOY 1—continued.

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.1. <i>Hymettus</i> ..	22.10.14	1	..	20	21	..	..	..	..	..	..	..	..	21	117
A.7. <i>Medic</i> ..	20.10.14	9	..	179	188	..	..	..	..	..	..	..	..	188	280
A.11. <i>Ascanius</i> ..	20.10.14	31	..	969	1,000	..	..	..	..	1	2	..	3	1,003	10
A.12. <i>Saldanha</i> ..	21.10.14	4	..	55	59	..	..	..	..	..	..	..	..	59	256
A.17. <i>Port Lincoln</i> ..	22.10.14	19	..	347	366	..	..	..	..	..	..	..	..	366	348
Total ..	..	64	..	1,570	1,634	..	..	..	..	1	2	..	3	1,637	1,011

HOBART.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.2. <i>Geelong</i> ..	20.10.14	32	2	802	836	..	..	..	..	..	..	..	..	836	..
A.13. <i>Katuna</i> ..	19.10.14	5	..	56	61	..	..	..	..	..	..	..	..	61	275
Total ..	..	37	2	858	897	..	..	..	..	..	..	..	..	897	275

ALBANY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.28. <i>Miltiades</i> ..	28.10.14	3	4	171	178	..	..	..	..	..	..	..	..	178	..
Total ..	..	3	4	171	178	..	..	..	..	..	..	..	..	178	..

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.11. <i>Ascanius</i> ..	31.10.14	28	..	759	787	..	..	..	..	..	2	..	2	789	3
A.7. <i>Medic</i> ..	31.10.14	20	..	797	817	..	..	..	..	..	..	..	..	817	1
Total ..	..	48	..	1,556	1,604	..	..	..	..	..	2	..	2	1,606	4

CONVOY 1—continued.

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	81	41	2,080	2,202	..	..	..	..	..	4	..	4	2,206	1,146
SYDNEY ..	232	165	6,678	7,075	..	2	13	15	1	2	..	3	7,093	2,497
MELBOURNE	317	301	7,223	7,841	6	9	40	55	7	9	..	16	7,912	2,949
ADELAIDE ..	64	..	1,570	1,634	..	..	..	..	1	2	..	3	1,637	1,011
HOBART ..	37	2	858	897	..	..	..	..	..	..	..	..	897	275
ALBANY ..	3	4	171	178	..	..	..	..	..	..	..	..	178	..
FREMANTLE	48	..	1,556	1,604	..	..	..	..	..	2	..	2	1,606	4
Grand Total	782	513	20,136	21,431	6	11	53	70	9	19	..	28	21,529	7,882

CONVOY 2.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.30. <i>Borda</i> ..	16.12.14	3	7	109	119	..	..	..	..	..	..	..	..	119	106
A.55. <i>Kyarra</i> ..	21.11.14	9	..	126	135	..	..	..	..	..	21	..	21	156	..
Total ..	..	12	7	235	254	..	..	..	..	..	21	..	21	275	106

NEWCASTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.36. <i>Boonah</i> ..	18.12.14	5	..	105	110	..	..	..	..	..	..	..	..	110	465
A.37. <i>Barambah</i> ..	20.12.14	5	..	104	109	..	..	..	..	..	..	..	..	109	465
Total ..	..	10	..	209	219	..	..	..	..	..	..	..	..	219	930

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.29. <i>Suevic</i> ..	20.12.14	26	45	431	502	..	..	..	..	..	..	..	..	502	497
A.30. <i>Borda</i> ..	19.12.14	1	2	18	21	..	..	..	..	..	..	..	..	21	55
A.31. <i>Ajana</i> ..	18.12.14	10	..	288	298	..	..	..	..	..	..	..	..	298	259
A.33. <i>Ayrshire</i> ..	19.12.14	16	28	280	324	..	..	..	..	..	..	..	..	324	232
A.34. <i>Persic</i> ..	20.12.14	24	43	465	532	..	..	..	..	..	..	..	..	532	464
A.35. <i>Berrima</i> ..	19.12.14	4	..	149	153	..	..	..	..	..	..	..	..	153	..
A.39. <i>Port Macquarie</i>	21.12.14	13	24	295	332	..	..	..	..	..	..	..	..	332	429
A.42. <i>Boorara</i> ..	21.12.14	6	6	102	114	..	..	..	..	..	..	..	..	114	387
A.44. <i>Vestalia</i> ..	17.12.14	5	..	89	94	..	..	..	..	..	..	..	..	94	269
A.55. <i>Kyarra</i> ..	25.11.14	22	..	149	171	..	..	..	..	..	41	..	41	212	..
Total ..	..	127	148	2,266	2,541	..	..	..	..	..	41	..	41	2,582	2,642

CONVOY 2—continued.

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.30. <i>Borda</i> ..	22.12.14	5	19	329	353	..	..	..	..	..	..	..	..	353	62
A.32. <i>Themistocles</i> ..	28.12.14	15	27	1,167	1,209	10	..	6	16	..	6	2	8	1,233	..
A.35. <i>Berrima</i> ..	22.12.14	15	..	1,043	1,058	..	..	..	..	..	..	..	..	1,058	..
A.38. <i>Ulysses</i> ..	22.12.14	70	105	1,915	2,090	3	1	3	7	16	..	..	16	2,113	18
A.40. <i>Ceramic</i> ..	22.12.14	72	137	2,495	2,704	1	3	..	4	..	..	..	..	2,708	21
A.41. <i>Bakara</i> ..	21.12.14	5	..	119	124	..	..	..	..	..	..	..	..	124	339
A.43. <i>Barunga</i> ..	21.12.14	5	..	96	101	..	..	..	..	..	..	..	..	101	350
A.44. <i>Vestalia</i> ..	22.12.14	1	..	26	27	..	..	..	..	..	..	..	..	27	145
A.55. <i>Kyarra</i> ..	5.12.14	70	..	197	267	..	..	..	..	..	43	..	43	310	..
Total ..	..	258	288	7,387	7,933	14	4	9	27	16	49	2	67	8,027	935

ALBANY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.38. <i>Ulysses</i> ..	28.12.14	..	..	1	1	..	..	..	..	..	..	..	..	1	..
Total ..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	..

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.31. <i>Ajana</i> ..	31.12.14	3	..	78	81	..	..	..	..	..	..	..	..	81	30
A.55. <i>Kyarra</i> ..	14.12.14	8	..	90	98	..	..	..	..	..	18	..	18	116	..
Total ..	..	11	..	168	179	..	..	..	..	..	18	..	18	197	30

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	12	7	235	254	..	..	..	..	..	21	..	21	275	106
NEWCASTLE ..	10	..	209	219	..	..	..	..	..	..	..	..	219	930
SYDNEY ..	127	148	2,266	2,541	..	..	..	..	..	41	..	41	2,582	2,642
MELBOURNE	258	288	7,387	7,933	14	4	9	27	16	49	6	71	8,031	935
ALBANY ..	..	..	1	1	..	..	..	..	..	..	..	..	1	..
FREMANTLE	11	..	168	179	..	..	..	..	..	18	..	18	197	30
Grand Total	418	443	10,266	11,127	14	4	9	27	16	129	6	151	11,305	4,643

a Including 12 stowaways.

CONVOY 3.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.48. <i>Seang Bee</i> ..	13.2.15	2	5	262	269	..	..	..	..	..	..	..	..	269	..
A.49. <i>Seang Choon</i> ..	13.2.15	3	5	261	269	..	..	..	..	..	..	..	..	269	..
A.53. <i>Irira</i> ..	9.2.15	7	5	207	219	..	..	..	..	..	..	..	..	219	250
Total ..	..	12	15	730	757	..	..	..	..	..	..	..	..	757	250

NEWCASTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.13. <i>Katuna</i> ..	9.2.15	1	..	..	1	..	..	..	..	..	..	..	..	1	500
A.21. <i>Marere</i> ..	23.2.15	..	..	..	..	..	..	..	..	..	..	..	..	..	425
Total ..	..	1	..	..	1	..	..	..	..	..	..	..	..	1	925

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.48. <i>Seang Bee</i> ..	11.2.15	11	15	732	758	..	..	..	..	..	..	..	..	758	..
A.49. <i>Seang Choon</i> ..	11.2.15	11	15	729	755	..	..	..	..	..	..	..	..	755	..
A.54. <i>Runic</i> ..	19.2.15	6	8	181	195	..	..	..	..	..	..	..	..	195	..
A.1. <i>Hymettus</i> ..	5.2.15	5	3	99	107	..	..	..	..	..	..	..	..	107	..
A.6. <i>Clan MacCorquodale</i>	6.2.15	5	2	105	112	..	..	..	..	..	..	..	..	112	523
A.12. <i>Saldanha</i> ..	5.2.15	5	1	53	59	..	..	..	..	..	..	..	..	59	274
A.21. <i>Marere</i> ..	20.2.15	6	1	84	91	..	..	..	..	..	..	..	..	91	..
A.25. <i>Anglo-Egyptian</i> ..	8.2.15	4	3	53	60	..	..	..	..	..	..	..	..	60	362
Total ..	..	53	48	2,036	2,137	..	..	..	..	..	..	..	..	2,137	1,159

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.45. <i>Bulla</i> ..	2.2.15	6	..	96	102	..	..	..	..	..	..	..	..	102	400
A.46. <i>Clan MacGillivray</i>	2.2.15	16	21	1,058	1,095	..	..	..	..	..	..	..	..	1,095	..
A.47. <i>Mashobra</i> ..	29.1.15	3	1	79	83	..	..	..	..	..	..	..	..	83	3
A.51. <i>Chilka</i> ..	2.2.15	12	..	313	325	..	..	..	..	..	..	..	..	325	312
A.52. <i>Surada</i> ..	6.2.15	3	1	55	59	..	..	..	..	..	..	..	..	59	..
A.54. <i>Runic</i> ..	25.2.15	15	22	1,312	1,349	..	..	..	..	..	..	..	..	1,349	..
A.1. <i>Hymettus</i> ..	9.2.15	4	..	86	90	..	..	..	..	..	..	..	..	90	685
A.4. <i>Pera</i> ..	8.2.15	4	..	93	97	..	..	..	..	..	..	..	..	97	391
A.10. <i>Karoo</i> ..	11.2.15	17	25	342	384	..	..	..	..	..	..	..	..	384	402
A.13. <i>Katuna</i> ..	3.2.15	3	2	102	107	..	..	..	..	..	..	..	..	107	..
A.16. <i>Star of Victoria</i> ..	25.2.15	25	40	442	507	..	..	..	..	1	..	..	1	508	456
A.25. <i>Anglo-Egyptian</i> ..	12.2.15	7	3	52	62	..	..	..	..	..	..	..	..	62	130
A.26. <i>Armada</i> ..	12.2.15	10	12	244	266	..	..	..	..	..	..	..	..	266	351
Total ..	..	125	127	4,274	4,526	..	..	..	..	1	..	..	1	4,527	3,130

[illegible]

CONVOY 4—continued.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.8. <i>Argyllshire</i> ..	10.4.15	9	25	429	463	..	..	..	..	..	..	..	..	463	..
A.9. <i>Shropshire</i> ..	7.3.15	10	12	538	560	..	..	..	..	..	..	..	..	560	424
Total ..	..	19	37	967	1,023	..	..	..	..	..	..	..	..	1,023	424

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.9. <i>Shropshire</i> ..	20.3.15	12	7	238	257	..	..	..	..	..	..	..	..	257	..
A.15. <i>Star of England</i>	14.4.15	1	3	89	93	..	..	..	..	..	..	..	..	93	120
A.18. <i>Wiltshire</i> ..	13.4.15	14	17	724	755	..	..	9	9	1	..	..	1	765	440
Total ..	..	27	27	1,051	1,105	..	..	9	9	1	..	..	1	1,115	560

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.17. <i>Port Lincoln</i> ..	1.4.15	9	5	372	386	..	..	..	..	..	..	..	..	386	340
Total ..	..	9	5	372	386	..	..	..	..	..	..	..	..	386	340

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.8. <i>Argyllshire</i> ..	19.4.15	7	7	347	361	..	..	..	..	..	..	..	..	361	360
Total ..	..	7	7	347	361	..	..	..	..	..	..	..	..	361	360

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	9	14	391	414	..	..	..	..	..	..	..	..	414	440
SYDNEY ..	19	37	967	1,023	..	..	..	..	..	..	..	..	1,023	424
MELBOURNE	27	27	1,051	1,105	..	..	9	9	1	..	..	1	1,115	560
ADELAIDE ..	9	5	372	386	..	..	..	..	..	..	..	..	386	340
FREMANTLE	7	7	347	361	..	..	..	..	..	..	..	..	361	360
Total ..	71	90	3,128	3,289	..	..	9	9	1	..	..	1	3,299	2,124

CONVOY 5.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.55. <i>Kyarra</i> ..	16.4.15	5	9	288	302	..	..	..	..	..	..	..	..	302	..
Total ..	..	5	9	288	302	..	..	..	..	..	..	..	..	302	..

NEWCASTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.41. <i>Bakara</i> ..	21.5.15	3	2	84	89	..	..	..	..	..	..	..	..	89	339
A.57. <i>Malakuta</i> ..	19.5.15	5	2	102	109	..	..	..	..	..	..	..	..	109	449
A.58. <i>Kabinga</i> ..	20.5.15	5	1	92	98	..	..	..	..	..	..	..	..	98	465
Total ..	..	13	5	278	296	..	..	..	..	..	..	..	..	296	1,253

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.20. <i>Hororata</i> ..	10.4.15	5	4	157	166	..	..	..	..	..	..	..	..	166	..
A.55. <i>Kyarra</i> ..	13.4.15	10	13	548	571	..	..	..	..	..	40	..	40	611	..
Total ..	..	15	17	705	737	..	..	..	..	..	40	..	40	777	..

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.20. <i>Hororata</i> ..	17.4.15	12	29	924	965	..	..	4	4	1	..	..	1	970	..
A.41. <i>Bakara</i> ..	14.5.15	1	..	23	24	..	..	..	..	..	..	..	..	24	..
A.56. <i>Palermo</i> ..	7.5.15	4	2	102	108	..	..	..	..	..	..	..	..	108	360
A.58. <i>Kabinga</i> ..	7.5.15	..	1	14	15	..	..	..	..	..	..	..	..	15	..
Total ..	..	17	32	1,063	1,112	..	..	4	4	1	..	..	1	1,117	360

CONVOY 5—continued.**ADELAIDE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.20. <i>Hororata</i> ..	20.4.15	2	7	233	242	..	..	..	..	..	..	..	..	242	..
A.59. <i>Botanist</i> ..	1.6.15	5	2	104	111	..	..	..	..	1	..	..	1	112	405
Total ..	..	7	9	337	353	..	..	..	..	1	..	..	1	354	405

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.20. <i>Hororata</i> ..	26.4.15	4	8	362	374	..	..	..	..	..	..	..	..	374	..
Total ..	..	4	8	362	374	..	..	..	..	..	..	..	..	374	..

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	5	9	288	302	..	..	..	..	..	..	..	..	302	..
NEWCASTLE	13	5	278	296	..	..	..	..	..	..	..	..	296	1,253
SYDNEY ..	15	17	705	737	..	..	..	..	..	40	..	40	777	..
MELBOURNE	17	32	1,063	1,112	..	..	4	4	1	..	..	1	1,117	360
ADELAIDE ..	7	9	337	353	..	..	..	..	1	..	..	1	354	405
FREMANTLE	4	8	362	374	..	..	..	..	..	..	..	..	374	..
Grand Total	61	80	3,033	3,174	..	..	4	4	2	40	..	42	3,220	2,018

CONVOY 6.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.30. <i>Borda</i> ..	7.6.15	9	16	208	233	..	..	..	..	..	..	..	..	233	..
A.7. <i>Medic</i> ..	2.6.15	24	32	449	505	..	..	..	..	1	..	..	1	506	a402
Total ..	..	33	48	657	738	..	..	..	..	1	..	..	1	739	402

a Disembarked at Adelaide.

CONVOY 6—continued.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.7. <i>Medic</i> ..	13.6.15	..	..	14	14	..	..	..	..	..	..	..	..	14	250
A.19. <i>Afric</i> ..	17.5.15	7	11	127	145	..	..	..	..	1	..	..	1	146	149
A.29. <i>Suevic</i> ..	12.6.15	30	44	456	530	..	..	..	..	1	..	..	1	531	2497
A.31. <i>Ajana</i> ..	31.6.15	5	12	132	149	..	..	..	..	..	..	..	..	149	145
A.32. <i>Themistocles</i> ..	12.5.15	38	71	1,239	1,348	..	..	..	..	1	..	..	1	1,349	..
A.35. <i>Berrima</i> ..	26.6.15	35	60	1,092	1,187	..	..	..	..	2	..	..	2	1,189	..
A.37. <i>Barambah</i> ..	6.7.15	4	5	48	57	..	..	..	..	1	..	..	1	58	..
A.40. <i>Ceramic</i> ..	25.6.15	79	129	2,566	2,774	..	..	..	..	2	..	..	2	2,776	..
A.44. <i>Vestalia</i> ..	22.6.15	4	3	84	91	..	..	..	..	1	..	..	1	92	..
R.M.S. <i>Mooltan</i> ..	15.5.15	26	14	159	199	..	..	..	..	..	43	..	43	242	..
Total ..	..	228	349	5,917	6,494	..	..	..	..	9	43	..	52	6,546	841

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.14. <i>Euripides</i> ..	8.5.15	66	86	2,052	2,204	..	..	..	..	2	..	..	2	2,206	14
A.19. <i>Afric</i> ..	22.5.15	6	11	152	169	..	..	..	..	..	..	..	..	169	149
A.31. <i>Ajana</i> ..	4.6.15	9	17	243	269	..	..	..	..	..	..	..	..	269	122
A.34. <i>Persic</i> ..	28.5.15	26	45	451	522	1	..	..	1	1	..	..	1	524	462
A.35. <i>Berrima</i> ..	28.6.15	2	6	185	193	..	..	..	..	..	..	..	..	193	..
A.37. <i>Barambah</i> ..	9.7.15	3	4	54	61	..	..	..	..	..	..	..	..	61	..
A.38. <i>Ulysses</i> ..	8.5.15	65	94	1,900	2,059	..	..	..	..	1	..	..	1	2,060	18
A.39. <i>Port Macquarie</i> ..	3.6.15	13	26	328	367	..	..	..	..	1	..	..	1	368	429
A.44. <i>Vestalia</i> ..	26.6.15	1	1	25	27	..	..	..	..	..	..	..	..	27	..
R.M.S. <i>Mooltan</i> ..	18.5.15	18	8	184	210	..	..	..	..	..	60	..	60	270	..
Total ..	..	209	298	5,574	6,081	1	..	..	1	5	60	..	65	6,147	1,193

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.19. <i>Afric</i> ..	26.5.15	6	11	180	197	1	..	..	1	..	..	..	..	198	158
A.30. <i>Borda</i> ..	23.6.15	7	14	360	381	..	..	..	..	..	..	..	..	381	..
A.44. <i>Vestalia</i> ..	30.6.15	1	1	11	13	..	..	..	..	1	..	..	1	14	..
R.M.S. <i>Mooltan</i> ..	20.5.15	6	..	3	9	..	..	..	..	..	19	..	19	28	..
Total ..	..	20	26	554	600	1	..	..	1	1	19	..	20	621	158

9 Disembarked at Adelaide.

CONVOY 6—continued.**FREMANTLE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
R.M.S. <i>Mooltan</i> ..	24.5.15	5	4	27	36	..	..	..	..	..	18	..	18	54	..
Total ..	..	5	4	27	36	..	..	..	..	..	18	..	18	54	..

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	33	48	657	738	..	..	..	..	1	..	..	1	739	402
SYDNEY ..	228	349	5,917	6,494	..	..	..	..	9	43	..	52	6,546	841
MELBOURNE	209	298	5,574	6,081	1	..	..	1	5	60	..	65	6,147	1,193
ADELAIDE ..	20	26	554	600	1	..	..	1	1	19	..	20	621	158
FREMANTLE	5	4	27	36	..	..	..	..	..	18	..	18	54	..
Grand Total	495	725	12,729	13,949	2	..	..	2	16	140	..	156	14,107	2,594

CONVOY 7.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.36. <i>Boonah</i> ..	26.6.15	5	..	87	92	..	..	..	..	..	..	..	..	92	..
A.11. <i>Ascanius</i> ..	24.5.15	23	37	670	730	..	..	..	..	2	..	..	2	732	..
Total ..	..	28	37	757	822	..	..	..	..	2	..	..	2	824	..

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.60. <i>Aeneas</i> ..	7.7.15	54	92	1,574	1,720	..	..	..	..	2	..	..	2	1,722	10
Total ..	..	54	92	1,574	1,720	..	..	..	..	2	..	..	2	1,722	10

CONVOY 7—continued.**ADELAIDE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.2. <i>Geelong</i> ..	31.5.15	36	60	1,124	1,220	..	..	..	..	1	..	..	1	1,221	..
Total ..	..	36	60	1,124	1,220	..	..	..	..	1	..	..	1	1,221	..

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.11. <i>Ascanius</i> ..	9.6.15	33	39	944	1,016	..	..	..	..	..	..	..	..	1,016	10
A.2. <i>Geelong</i> ..	7.6.15	6	..	251	257	..	..	..	..	..	..	..	..	257	..
A.36. <i>Boonah</i> ..	12.7.15	..	..	12	12	..	..	..	..	..	..	..	..	12	..
Total ..	..	39	39	1,207	1,285	..	..	..	..	..	..	..	..	1,285	10

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	N.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	28	37	757	822	..	..	..	..	2	..	..	2	824	10
SYDNEY ..	54	92	1,574	1,720	..	..	..	..	2	..	..	2	1,722	
ADELAIDE ..	36	60	1,124	1,220	..	..	..	..	1	..	..	1	1,221	
FREMANTLE	39	39	1,207	1,285	..	..	..	..	..	..	..	..	1,285	10
Grand Total	157	228	4,662	5,047	..	..	..	..	5	..	..	5	5,052	20

CONVOY 8.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.(3. <i>Karoola</i> ..	12.6.15	5	9	367	381	..	..	..	..	..	9	..	9	390	..
Total ..	..	5	9	367	381	..	..	..	..	..	9	..	9	390	..

CONVOY 8—continued.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.62. <i>Wandilla</i> ..	14.6.15	5	5	146	156	..	..	..	..	..	..	..	..	156	..
A.63. <i>Karoola</i> ..	16.6.15	18	20	593	631	..	..	..	..	1	25	..	26	657	..
A.65. <i>Clan McEwen</i> ..	30.6.15	4	2	115	121	..	..	..	..	1	..	..	1	122	..
A.66. <i>Uganda</i> ..	15.6.15	4	1	60	65	..	..	..	..	1	..	..	1	66	..
Total ..	..	31	28	914	973	..	..	..	..	3	25	..	28	1,001	..

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.62. <i>Wandilla</i> ..	17.6.15	15	12	535	562	..	..	..	..	..	36	..	36	598	..
A.66. <i>Uganda</i> ..	22.6.15	..	1	57	58	..	..	..	..	..	..	..	..	58	..
Total ..	..	15	13	592	620	..	..	..	..	..	36	..	36	656	..

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.62. <i>Wandilla</i> ..	25.6.15	1	..	267	268	..	..	..	..	..	..	..	..	268	..
A.63. <i>Karoola</i> ..	25.6.15	3	7	194	204	..	..	..	..	..	9	..	9	213	..
Total ..	..	4	7	461	472	..	..	..	..	..	9	..	9	481	..

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	5	9	367	381	..	..	..	..	..	9	..	9	390	..
SYDNEY ..	31	28	914	973	..	..	..	..	3	25	..	28	1,001	..
MELBOURNE	15	12	535	562	..	..	..	..	..	36	..	36	598	..
FREMANTLE	4	7	461	472	..	..	..	..	..	9	..	9	481	..
Grand Total	55	56	2,277	2,388	..	..	..	..	3	79	..	82	2,470	..

CONVOY 9.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.9. <i>Shropshire</i> ..	20.8.15	16	..	804	820	..	..	..	..	..	7	..	7	827	..
A.21. <i>Marere</i> ..	16.8.15	4	..	89	93	..	..	..	..	1	..	..	1	94	..
A.51. <i>Chilka</i> ..	7.6.15	4	3	159	166	..	..	..	..	..	..	..	..	166	al
A.61. <i>Kanowna</i> ..	19.6.15	5	16	434	459	..	..	3	3	1	..	..	1	463	..
A.67. <i>Orsova</i> ..	14.7.15	32	39	572	643	1	..	..	1	1	60	1	62	706	..
Total ..	..	65	58	2,058	2,181	1	..	3	4	3	67	1	71	2,256	..

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	R.	W.	C.	Ttl.		
A.21. <i>Marere</i> ..	20.8.15	..	1	3	4	..	..	..	..	..	..	..	..	4	..
A.51. <i>Chilka</i> ..	10.6.15	1	..	..	1	..	..	..	..	1	..	..	1	2	a319
A.57. <i>Malakuta</i> ..	23.9.15	4	3	132	139	..	..	..	..	1	..	..	1	140	..
A.64. <i>Demosthenes</i> ..	16.7.15	37	49	1,266	1,352	..	..	..	..	..	1	..	1	1,353	..
A.67. <i>Orsova</i> ..	17.7.15	47	44	592	683	1	1	..	2	1	65	..	66	751	..
R.M.S. <i>Persia</i> ..	10.8.15	10	16	473	499	..	..	..	..	..	..	..	..	499	..
Total ..	..	99	113	2,466	2,678	1	1	..	2	3	66	..	69	2,749	319

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.61. <i>Kanowna</i> ..	24.6.15	8	13	465	486	..	..	..	..	..	..	..	..	486	..
Total ..	..	8	13	465	486	..	..	..	..	..	..	..	..	486	..

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.51. <i>Chilka</i> ..	19.6.15	1	4	126	131	..	..	..	..	..	..	..	..	131	..
A.61. <i>Kanowna</i> ..	2.7.15	1	1	51	53	..	..	..	..	..	..	..	..	53	..
A.64. <i>Demosthenes</i> ..	23.7.15	4	5	150	159	..	..	..	..	..	..	..	..	159	..
A.67. <i>Orsova</i> ..	22.7.15	3	5	27	35	..	..	..	..	..	13	..	13	48	..
Total ..	..	9	15	354	378	..	..	..	..	..	13	..	13	391	..

a Disembarked at Fremantle.

CONVOY 9—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
SYDNEY ..	65	58	2,058	2,181	1	..	3	4	3	66	1	70	2,255	1
MELBOURNE	99	113	2,466	2,678	1	1	..	2	3	66	..	69	2,749	319
ADELAIDE ..	8	13	465	486	..	..	..	..	..	..	..	..	486	..
FREMANTLE	9	15	354	378	..	..	..	..	..	13	..	13	391	..
Grand Total	181	199	5,343	5,723	2	1	3	6	6	145	1	152	5,881	320

CONVOY 10.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.55. <i>Kyarra</i> ..	16.8.15	10	19	649	678	..	..	..	..	..	4	..	4	682	..
Total ..	..	10	19	649	678	..	..	..	..	..	4	..	4	682	..

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.23. <i>Suffolk</i> ..	28.7.15	8	12	403	423	..	..	..	..	2	..	..	2	425	..
A.54. <i>Runic</i> ..	7.8.15	25	47	1,466	1,538	..	..	3	3	1	..	..	1	1,542	..
Total ..	..	33	59	1,869	1,961	..	..	3	3	3	..	..	3	1,967	..

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.23. <i>Suffolk</i> ..	31.7.15	2	..	..	2	..	..	..	..	..	..	..	..	2	..
A.55. <i>Kyarra</i> ..	21.8.15	5	6	224	235	..	3	..	3	1	12	..	13	251	..
A.68. <i>Anchisea</i> ..	26.8.15	16	44	922	982	1	2	..	3	985	..
R.M.S. <i>Morea</i> ..	24.8.15	8	3	..	11	21	..	21	32	..
Total	31	53	1,146	1,230	..	3	..	3	2	35	..	37	1,270	..

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Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.8. <i>Argyllshire</i> ..	30.9.15	27	50	1,585	1,662	1	4	..	5	1,667	..
A.17. <i>Port Lincoln</i> ..	14.10.15	11	28	858	897	2	2	1	1	900	..
A.33. <i>Ayreshire</i> ..	1.9.15	7	9	310	326	1	1	327	..
Total	45	87	2,753	2,885	2	2	3	4	..	7	2,894	..

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.20. <i>Hororata</i> ..	27.9.15	25	39	1,231	1,295	1	1	1,296	..
A.16. <i>Star of Victoria</i>	10.9.15	17	19	469	505	1	1	506	..
A.17. <i>Port Lincoln</i> ..	18.10.15	4	8	278	290	290	..
S.S. <i>Makarini</i> ..	10.9.15	12	26	961	999	..	2	..	2	1	1	1,002	..
Total	58	92	2,939	3,089	..	2	..	2	3	3	3,094	..

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.15. <i>Star of England</i>	21.9.15	11	15	486	512	1	1	513	..
Total	11	15	486	512	1	1	513	..

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CONVOY 11—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	8	9	322	339	..	..	..	..	..	..	..	..	339	..
SYDNEY ..	45	87	2,753	2,885	..	..	2	2	3	4	..	7	2,894	..
MELBOURNE	58	92	2,939	3,089	..	2	..	2	3	..	..	3	3,094	..
ADELAIDE ..	11	15	486	512	..	..	..	..	1	..	..	1	513	..
FREMANTLE	6	..	490	496	..	..	..	..	..	..	..	..	496	..
Grand Total	128	203	6,990	7,321	..	2	2	4	7	4	..	11	7,336	..

CONVOY 12**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.69. <i>Warilda</i> ..	5.10.15	13	18	643	674	..	..	..	..	..	..	..	..	674	..
Total ..	..	13	18	643	674	..	..	..	..	..	..	..	..	674	..

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.4. <i>Pera</i> ..	13.10.15	3	2	98	103	..	..	..	..	1	..	..	1	104	..
A.32. <i>Themistocles</i> ..	5.10.15	16	26	846	888	..	..	..	..	5	9	..	14	902	..
A.69. <i>Warilda</i> ..	8.10.15	11	24	652	687	..	..	..	..	..	..	..	..	687	..
A.70. <i>Ballarat</i> ..	6.9.15	9	11	330	350	..	..	..	..	1	..	..	1	351	..
Total ..	..	39	63	1,926	2,028	..	..	..	..	7	9	..	16	2,044	..

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.70. <i>Ballarat</i> ..	9.9.15	9	12	462	483	1	1	484	..
R.M.S. <i>Osterley</i> ..	29.9.15	23	43	1,203	1,269	2	..	2	1,271	..
Total	32	55	1,665	1,752	1	2	..	3	1,755	..

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Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	13	18	643	674	674	..
SYDNEY ..	39	63	1,926	2,028	7	9	..	16	2,044	..
MELBOURNE	32	55	1,665	1,752	1	2	..	3	1,755	..
ADELAIDE ..	8	14	494	516	516	..
FREMANTLE	6	..	565	571	571	..
Grand Total	98	150	5,293	5,541	8	11	..	19	5,560	..

BRISBANE.

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CONVOY 13—continued.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.47. <i>Mashobra</i> ..	4.10.15	10	12	419	a441	..	..	..	..	..	..	..	..	441	..
A.14. <i>Euripides</i> ..	2.11.15	26	63	2,057	2,146	..	..	2	2	3	8	..	11	2,159	..
R.M.S. <i>Moldavia</i> ..	2.10.15	5	5	161	171	..	..	..	..	..	..	..	..	171	..
S.S. <i>Hawkes Bay</i> ..	23.10.15	9	23	642	674	..	..	..	..	1	..	..	1	675	..
Total ..	..	50	103	3,279	3,432	..	..	2	2	4	8	..	12	3,446	..

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.18. <i>Wiltshire</i> ..	18.11.15	33	54	880	967	..	3	29	32	2	2	..	4	1,003	200
A.6. <i>Clan MacCorquodale</i> ..	15.11.15	4	4	106	114	..	..	..	..	1	..	..	1	115	200
A.38. <i>Ulysses</i> ..	27.10.15	16	53	1,251	1,320	..	..	..	..	2	7	..	9	1,329	..
A.56. <i>Palermo</i> ..	29.10.15	3	4	107	114	..	..	..	..	1	..	..	1	115	..
A.71. <i>Nestor</i> ..	11.10.15	37	61	1,934	2,032	..	..	..	..	1	..	..	1	2,033	..
R.M.S. <i>Moldavia</i> ..	5.10.15	3	7	293	303	..	..	18	18	..	..	..	..	321	..
S.S. <i>Hawkes Bay</i> ..	26.10.15	2	6	309	317	..	..	..	..	..	..	..	..	317	..
Total ..	..	98	189	4,880	5,167	..	3	47	50	7	9	..	16	5,233	400

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.24. <i>Benalla</i> ..	27.10.15	16	30	936	982	..	..	..	..	..	..	..	..	982	..
Total ..	..	16	30	936	982	..	..	..	..	..	..	..	..	982	..

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	Sb.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.24. <i>Benalla</i> ..	1.11.15	7	..	410	417	..	..	..	..	2	..	..	2	419	..
A.38. <i>Ulysses</i> ..	2.11.15	8	..	627	635	..	..	..	..	..	3	..	3	638	..
Total ..	..	15	..	1,037	1,052	..	..	..	..	2	3	..	5	1,057	..

a Including 2 Officers, 26 Men—Native Troops.

b N.C.O.'s not distinguished from Men on Embarkation Return.

CONVOY 13—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	15	32	966	1,013	..	..	..	..	..	..	..	..	1,013	..
SYDNEY ..	50	103	3,279	3,432	..	..	2	2	4	8	..	12	3,446	..
MELBOURNE	98	189	4,880	5,167	..	3	47	50	7	9	..	16	5,233	400
ADELAIDE ..	16	30	936	982	..	..	..	..	..	..	..	..	982	..
FREMANTLE	15	^b	1,037	1,052	..	..	..	..	2	3	..	5	1,057	..
Grand Total	194	354	11,098	11,646	..	3	49	52	13	20	..	33	11,731	400

CONVOY 14.**SYDNEY.**

Name of Ship	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.13. <i>Katuna</i> ..	5.11.15	3	2	43	48	..	..	..	..	..	..	..	..	48	71
A.23. <i>Suffolk</i> ..	30.11.15	22	63	841	926	..	..	1	1	1	..	..	1	928	..
A.45. <i>Bulla</i> ..	25.11.15	5	6	93	104	..	..	..	..	1	..	..	1	105	400
A.34. <i>Persic</i> ..	18.11.15	35	48	874	957	..	..	..	..	1	..	..	1	958	..
A.66. <i>Uganda</i> ..	20.11.15	5	5	113	123	..	..	..	..	1	..	..	1	124	..
A.72. <i>Beltana</i> ..	9.11.15	38	67	1,311	1,416	..	..	..	..	1	..	..	1	1,417	..
Total ..	..	108	191	3,275	3,574	..	..	1	1	5	..	..	5	3,580	471

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.11. <i>Ascanius</i> ..	10.11.15	49	82	1,601	1,732	..	..	..	..	1	..	..	1	1,733	..
A.34. <i>Persic</i> ..	22.11.15	25	40	516	581	..	..	..	..	..	..	..	..	581	..
A.39. <i>Port Macquarie</i>	16.11.15	14	21	360	395	..	..	..	..	1	..	..	1	396	2
A.40. <i>Ceramic</i> ..	23.11.15	49	115	2,441	2,605	3	6	122	131	2	3	2	7	2,743	..
A.41. <i>Bakara</i> ..	8.11.15	6	6	107	119	..	..	..	..	1	..	..	1	120	220
A.58. <i>Kabinga</i> ..	19.11.15	4	6	104	114	..	..	..	..	1	..	..	1	115	99
A.59. <i>Botanist</i> ..	23.11.15	5	8	95	108	..	..	..	..	1	..	..	1	109	400
A.62. <i>Wandilla</i> ..	9.11.15	34	57	1,260	1,351	..	..	..	..	2	..	..	2	1,353	..
Total ..	..	186	335	6,484	7,005	3	6	122	131	9	3	2	14	7,150	721

^a Including 2 Officers, 26 Men—Native Troops.

^b N.C.O.'s not distinguished from Men on Embarkation Return.

CONVOY 14—continued.**ADELAIDE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.2. <i>Geelong</i> ..	18.11.15	35	58	1,280	1,373	..	..	..	..	1	..	..	1	1,374	..
A.13. <i>Katuna</i> ..	11.11.15	2	1	39	42	..	..	..	..	..	..	..	..	42	71
Total ..	..	37	59	1,319	1,415	..	..	..	..	1	..	..	1	1,416	71

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.23. <i>Suffolk</i> ..	9.12.15	3	5	37	45	..	..	..	..	..	..	..	..	45	..
A.39. <i>Port Macquarie</i>	23.11.15	..	..	..	..	..	..	..	..	..	..	..	..	..	298
Total ..	..	3	5	37	45	..	..	..	..	..	..	..	..	45	298

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
SYDNEY ..	108	191	3,275	3,574	..	..	1	1	5	..	..	5	3,580	471
MELBOURNE	186	335	6,484	7,005	3	6	122	131	9	3	2	14	7,150	721
ADELAIDE ..	37	59	1,319	1,415	..	..	..	..	1	..	..	1	1,416	71
FREMANTLE	3	5	37	45	..	..	..	..	..	..	..	..	45	298
Grand Total	334	590	11,115	12,039	3	6	123	132	15	3	2	20	12,190	1,561

CONVOY 15.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.37. <i>Barambah</i> ..	30.11.15	1	2	16	19	..	..	..	..	1	..	..	1	20	..
A.50. <i>Itonus</i> ..	30.12.15	13	25	745	783	..	..	..	..	..	..	..	..	783	..
Total ..	..	14	27	761	802	..	..	..	..	1	..	..	1	803	..

Name of Ship.	Selling Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.7. <i>Medic</i> ..	7.1.16	14	30	882	926	1	1	927	..
A.29. <i>Suevic</i> ..	23.12.15	20	52	1,465	1,537	1	1	1,538	..
A.37. <i>Barambah</i> ..	4.12.15	1	3	34	38	38	..
A.67. <i>Orsova</i> ..	10.11.15	21	24	453	498	3	51	1	55	553	..
R.M.S. <i>Orontes</i> ..	20.11.15	10	17	383	410	1	1	411	..
R.M.S. <i>Mooltan</i> ..	11.12.15	8	..	492	500	500	..
Total	74	126	3,709	3,909	6	51	1	58	3,967	..

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.37. <i>Barambah</i> ..	10.12.15	1	2	55	58	58	..
A.31. <i>Ajana</i> ..	13.12.15	8	16	251	275	1	1	276	..
A.67. <i>Orsova</i> ..	12.11.15	18	48	759	825	3	3	1	56	1	58	886	..
R.M.S. <i>Orontes</i> ..	24.11.15	5	11	279	295	295	..
R.M.S. <i>Mongolia</i> ..	16.11.15	1	1	1	..
R.M.S. <i>Mooltan</i> ..	13.12.15	1	1	1	..
R.M.S. <i>Malwa</i> ..	30.11.15	1	5	..	6	6	..
A.73. <i>Commonwealth</i>	26.11.15	14	30	881	925	1	1	926	..
Total	49	112	2,225	2,386	3	3	3	56	1	60	2,449	..

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	T.H.	M.	W.	C.	T.H.		
A.7. Medic ..	12.1.16	3	11	305	319	319	..
R.M.S. Orontes ..	26.11.15	8	8	8	..
R.M.S. Mongolia ..	18.11.15	1	1	1	..
R.M.S. Malacca ..	2.12.15	8	15	469	492	492	..
Total	12	26	782	820	820	..

CONVOY 15—continued.

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.7. <i>Medic</i> ..	18.1.16	3	10	303	316	..	..	..	..	1	..	..	1	317	..
A.37. <i>Barambah</i> ..	22.12.15	..	..	4	4	..	..	..	..	..	..	..	..	4	..
A.31. <i>Ajana</i> ..	22.12.15	3	8	258	269	..	..	..	..	..	..	..	..	269	..
A.50. <i>Itonus</i> ..	11.1.15	1	..	..	1	..	..	..	..	..	..	..	..	1	..
A.67. <i>Orsova</i> ..	18.11.15	3	..	..	3	..	..	..	..	8	..	8	..	11	..
R.M.S. <i>Mongolia</i>	23.11.15	7	..	477	484	..	..	..	..	..	..	..	..	484	..
Total ..	..	17	18	1,042	1,077	..	..	..	..	1	8	..	9	1,086	..

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
BRISBANE ..	14	27	761	802	..	..	..	..	1	..	..	1	803	..
SYDNEY ..	74	126	3,709	3,909	..	..	..	..	6	51	1	58	3,967	..
MELBOURNE	49	112	2,225	2,386	1	..	..	1	3	56	1	60	2,447	..
ADELAIDE ..	12	26	782	820	..	..	..	..	..	..	..	..	820	..
FREMANTLE	17	18	1,042	1,077	..	..	..	..	1	8	..	9	1,086	..
Grand Total	166	309	8,519	8,994	1	..	..	1	11	115	2	128	9,123	..

CONVOY 16.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.
A.55. <i>Kyarra</i> ..	3.1.16	12	26	866	904	..	..	..	..	..	..	..	..	904
Total ..	..	12	26	866	904	..	..	..	..	..	..	..	..	904

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.
A.35. <i>Berrima</i> ..	17.12.15	16	55	1,335	1,406	..	1	1	2	41	..	..	..	1,409
A.36. <i>Boonah</i> ..	22.1.16	3	3	106	112	..	..	..	..	41	..	..	..	113
A.54. <i>Runic</i> ..	20.1.16	25	56	1,281	1,362	2	..	..	2	52	..	..	..	1,366
A.60. <i>Aeneas</i> ..	20.12.15	23	50	1,692	1,765	..	..	..	..	..	..	..	..	1,765
A.61. <i>Kanowna</i> ..	23.12.15	31	17	126	174	..	..	..	..	..	..	37	..	211
Total ..	..	98	181	4,540	4,819	2	1	1	4	4	..	37	..	4,864

* 1 Canteen.

b 1 Canteen, 1 Y.M.C.A.

CONVOY 16—continued.**MELBOURNE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.19. <i>Afric</i> ..	5.1.16	14	47	1,463	1,524	..	..	..	..	a1	..	..	..	1	1,525
A.30. <i>Borda</i> ..	7.1.16	1	..	..	1	..	..	..	..	a1	..	..	..	1	2
A.44. <i>Vestalia</i> ..	18.1.16	3	3	123	129	..	..	..	..	..	..	..	..	..	129
A.63. <i>Karoola</i> ..	18.12.16	10	18	137	165	..	..	..	..	..	b2	59	..	61	226
A.64. <i>Demosthenes</i>	29.12.15	28	46	1,524	1,598	..	..	..	..	a1	..	..	..	1	1,599
Total ..	..	56	114	3,247	3,417	..	..	..	..	3	2	59	..	64	3,481

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.30. <i>Borda</i> ..	11.1.16	16	25	860	901	..	..	..	..	..	..	..	..	..	901
Total ..	..	16	25	860	901	..	..	..	..	..	..	..	..	..	901

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.30. <i>Borda</i> ..	17.1.16	5	15	501	521	..	..	..	..	..	..	..	..	..	521
A.54. <i>Runic</i> ..	29.1.16	2	5	172	179	..	..	..	..	..	..	..	..	..	179
A.63. <i>Karoola</i> ..	24.12.15	..	..	..	..	..	..	..	..	..	..	9	..	..	9
Total ..	..	7	20	673	700	..	..	..	..	..	..	9	..	..	709

Summary.

Name of Ship.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	12	26	866	904	..	..	..	..	..	..	..	..	..	904
SYDNEY ..	98	181	4,540	4,819	2	1	1	4	4	..	37	..	41	4,864
MELBOURNE	56	114	3,247	3,417	..	..	..	..	3	2	59	..	64	3,481
ADELAIDE..	16	25	860	901	..	..	..	..	..	..	..	..	..	901
FREMANTLE	7	20	673	700	..	..	..	..	..	..	9	..	9	709
Grand Total	189	366	10,186	10,741	2	1	1	4	7	2	105	..	114	10,859

a 1 Canteen.

b 1 Typist, 1 Stewardess.

CONVOY 17.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.62. <i>Wandilla</i> ..	31.1.16	22	30	997	1,049	..	..	..	..	1	..	2	..	3	1,052
Total ..	..	22	30	997	1,049	..	..	..	..	1	..	2	..	3	1,052

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.62. <i>Wandilla</i> ..	3.2.16	9	11	310	330	..	..	..	..	1	..	6	..	7	337
A.70. <i>Ballarat</i> ..	16.2.16	13	14	531	558	..	1	..	1	2	..	..	..	2	561
R.M.S. <i>Osterley</i> ..	15.1.16	21	38	1,211	1,270	..	..	..	..	..	..	..	..	..	1,270
Total ..	..	43	63	2,052	2,158	..	1	..	1	3	..	6	..	9	2,168

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.1. <i>Hymettus</i> ..	27.1.16	5	4	106	115	..	..	..	..	1	..	..	..	1	116
A.12. <i>Saldanha</i> ..	5.2.16	2	2	57	61	..	..	..	..	1	..	..	..	1	62
A.32. <i>Themistocles</i>	28.1.16	27	46	1,441	1,514	2	..	..	2	2	..	6	..	8	1,524
A.69. <i>Warilda</i> ..	8.2.16	26	33	996	1,055	..	1	..	1	2	..	4	..	6	1,062
A.70. <i>Ballarat</i> ..	18.2.16	16	25	816	857	2	..	9	11	..	..	..	..	..	868
R.M.S. <i>Osterley</i> ..	17.1.16	..	..	..	..	..	..	..	..	1	..	..	..	1	1
Total ..	..	76	110	3,416	3,602	4	1	9	14	7	..	10	..	17	3,633

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.28. <i>Miltiades</i> ..	7.2.16	16	18	586	620	..	..	..	..	1	..	..	..	1	621
A.69. <i>Warilda</i> ..	10.2.16	4	6	215	225	..	..	..	..	..	..	1	..	1	226
R.M.S. <i>Osterley</i> ..	21.1.16	..	..	..	..	..	..	..	..	..	..	2	..	2	2
Total ..	..	20	24	801	845	..	..	..	..	1	..	3	..	4	849

a Also 670 horses.

CONVOY 17—continued.**FREMANTLE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.28. <i>Miltiades</i> ..	13.2.16	12	18	606	636	..	..	..	..	..	..	..	..	..	636
A.69. <i>Warilda</i> ..	16.2.16	2	3	99	104	..	..	..	..	..	..	..	..	..	104
R.M.S. <i>Osterley</i> ..	27.1.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1
Total ..	..	14	21	706	741	..	..	..	..	..	..	..	..	..	741

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE	22	30	997	1,049	..	..	..	..	1	..	2	..	3	1,052
SYDNEY ..	43	63	2,052	2,158	..	1	..	1	3	..	6	..	9	2,168
MELBOURNE	76	110	3,416	3,620	4	1	9	14	7	..	10	..	17	3,633
ADELAIDE ..	20	24	801	845	..	..	..	..	1	..	3	..	4	849
FREMANTLE	14	21	706	741	..	..	..	..	..	..	..	..	..	741
Grand Total	175	248	7,972	8,395	4	2	9	15	12	..	21	..	33	8,443

a Also 670 horses.

CONVOY 18.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.73. <i>Commonwealth</i> ..	28.3.16	23	30	903	956	..	..	..	..	a2	..	..	..	2	958
Total ..	..	23	30	903	956	..	..	..	..	2	..	..	..	2	958

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.26. <i>Armada</i> ..	21.3.16	6	12	231	249	..	..	..	..	1	..	..	..	1	e250
A.15. <i>Port Sydney</i>	8.3.16	29	43	1,436	1,508	..	..	..	..	a2	..	..	..	2	1,510
A.38. <i>Ulysses</i> ..	20.2.16	48	69	1,089	1,206	..	..	..	..	..	..	..	..	..	1,206
A.67. <i>Orsova</i> ..	11.3.16	29	50	1,060	1,139	..	..	..	..	b3	c1	..	c1	5	1,144
A.4. <i>Pera</i> ..	22.3.16	3	3	97	103	..	..	..	..	d1	..	..	..	1	f104
A.57. <i>Malakuta</i> ..	16.3.16	4	4	122	130	..	..	..	..	d1	..	..	..	1	131
Total ..	..	119	181	4,035	4,335	..	..	..	..	8	1	..	1	10	4,345

a 1 Y.M.C.A., 1 Canteen.

b 2 Y.M.C.A., 1 Canteen.
Also 340 horses.

c 1 Indulgence.

d 1 Canteen.

f Also 340 horses.

CONVOY 18—continued.

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.43. <i>Barunga</i> ..	6.4.16	3	3	127	133	..	..	..	..	a1	..	..	..	1	134
A.23. <i>Katuna</i> ..	9.3.16	5	3	92	100	..	..	..	..	a1	..	..	..	1	e101
A.67. <i>Orsova</i> ..	16.3.16	49	29	189	267	..	..	..	..	b4	..	7	..	11	278
A.68. <i>Anchises</i> ..	14.3.16	30	39	1,209	1,278	1	6	32	39	c2	..	..	..	2	1,319
A.63. <i>Karoola</i> ..	7.3.16	5	17	223	245	..	..	..	..	..	..	14	..	14	259
A.18. <i>Willshire</i> ..	7.3.16	39	52	1,589	1,680	..	..	..	..	c2	..	..	..	2	1,682
A.38. <i>Ulysses</i> ..	1.3.16	10	3	78	91	..	..	..	..	d3	..	4	..	7	98
Total ..	..	141	146	3,507	3,794	1	6	32	39	13	..	25	..	38	3,871

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.57. <i>Malakuta</i>	21.3.16	1	..	2	3	..	..	..	..	..	..	..	..	..	f3
A.68. <i>Anchises</i> ..	16.3.16	8	10	353	371	..	1	..	1	..	..	..	..	..	372
R.M.S. <i>Mongolia</i>	9.3.16	12	13	454	479	..	..	..	..	..	..	1	..	1	480
Total ..	..	21	23	809	853	..	1	..	1	..	..	1	..	1	855

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.43. <i>Barunga</i> ..	15.4.16	1	..	..	1	..	..	..	..	..	..	..	..	..	g1
A.38. <i>Ulysses</i> ..	1.4.16	15	27	699	741	..	..	..	..	..	..	1	..	1	742
A.63. <i>Karoola</i> ..	14.3.16	2	1	49	52	..	..	..	..	..	..	2	..	2	54
Total ..	..	18	28	748	794	..	..	..	..	..	..	3	..	3	79

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	23	30	903	956	..	..	..	..	2	..	..	..	2	h958
SYDNEY ..	119	181	4,035	4,335	..	..	..	..	8	1	..	1	10	4,345
MELBOURNE	141	146	3,507	3,794	1	6	32	39	13	..	25	..	38	e3,871
ADELAIDE ..	21	23	809	853	..	1	..	1	..	..	1	..	1	f855
FREMANTLE	18	28	748	794	..	..	..	..	..	..	3	..	3	g797
Grand Total	322	408	10,002	10,732	1	7	32	40	23	1	29	1	54	i10,826

* 1 Canteen. b 2 Y.M.C.A., 1 Canteen, 1 Indulgence. c 1 Y.M.C.A., 1 Canteen. d 2 Y.M.C.A., 1 Canteen.
e Also 500 horses. f Also 400 horses. g Also 340 horses. h Also 680 horses. i Also 1,920 horses.

CONVOY 19.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.16. <i>Port Melbourne</i> ..	31.3.16	32	52	1,466	1,550	..	..	..	..	2	..	..	..	2	1,552
A.47. <i>Fashobra</i> ..	5.4.16	4	5	123	132	..	..	..	..	1	..	..	..	1	a133
A.61. <i>Kanowna</i> ..	29.3.16	..	2	248	250	..	..	..	..	..	..	..	..	..	250
A.71. <i>Nestor</i> ..	9.4.16	53	47	1,454	1,554	..	..	..	..	4	..	5	..	9	1,563
S.S. <i>Makarini</i> ..	1.4.16	12	36	955	1,003	..	..	..	..	1	..	..	..	1	1,004
R.M.S. <i>Orontes</i> ..	25.3.16	1	..	..	1	..	..	..	..	..	..	1	..	1	2
Total ..	..	102	142	4,246	4,490	..	..	..	..	8	..	6	..	14	4,504

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.9. <i>Shropshire</i>	21.3.16	5	3	17	25	..	..	..	..	1	..	4	..	5	30
A.23. <i>Suffolk</i> ..	1.4.16	21	26	809	356	..	..	..	..	2	..	..	..	2	858
A.53. <i>Itria</i> ..	18.4.16	4	3	107	114	..	..	..	..	1	..	..	..	1	b115
A.61. <i>Kanowna</i> ..	1.4.16	..	4	96	100	..	..	..	..	..	..	..	..	..	100
R.M.S. <i>Orontes</i> ..	29.3.16	17	24	673	714	..	..	..	..	..	..	..	..	..	714
R.M.S. <i>Malwa</i> ..	21.3.16	10	17	463	490	..	..	..	..	1	..	1	..	2	492
Total ..	..	57	77	2,165	2,299	..	..	..	..	5	..	5	..	10	2,309

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.9. <i>Shropshire</i>	25.3.16	15	19	604	638	..	..	..	..	..	..	..	..	..	638
Total ..	..	15	19	604	638	..	..	..	..	..	..	..	..	..	638

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.9. <i>Shropshire</i>	31.3.16	13	19	611	643	..	..	..	..	..	..	..	..	..	643
A.61. <i>Kanowna</i> ..	9.4.16	1	..	..	1	..	..	..	..	..	..	..	..	..	1
R.M.S. <i>Malwa</i> ..	27.3.16	1	..	3	4	..	..	..	..	..	..	..	..	..	4
Total ..	..	15	19	614	648	..	..	..	..	..	..	..	..	..	648

a Also 330 horses.

b Also 254 horses.

CONVOY 19—continued.

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	102	142	4,246	4,490	..	..	..	..	8	..	6	..	14	a4,504
MELBOURNE	57	77	2,165	2,299	..	..	..	..	5	..	5	..	10	b2,309
ADELAIDE..	15	19	604	638	..	..	..	..	..	..	..	..	..	638
FREMANTLE	15	19	614	648	..	..	..	..	..	..	..	..	..	648
Grand Total	189	257	7,629	8,075	..	..	..	..	13	..	11	..	24	c8,099

a Also 330 horses.

b Also 254 horses.

c Also 584 horses.

CONVOY 20.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.1. <i>Hymettus</i> ..	3.5.16	3	3	102	108	..	..	..	..	..	..	..	..	..	108
A.10. <i>Karoo</i> ..	5.5.16	4	5	169	178	..	..	..	..	a1	..	..	..	1	d179
A.25. <i>Anglo-Egyptian</i>	12.5.16	5	5	100	110	..	..	..	..	a1	..	..	..	1	e111
A.39. <i>Port Macquarie</i> ..	26.4.16	4	3	96	103	..	..	..	..	a1	..	..	..	1	f104
A.40. <i>Ceramic</i> ..	14.4.16	37	83	2,434	2,554	..	..	..	..	b2	..	3	..	5	2,559
A.56. <i>Palermo</i> ..	17.4.16	4	3	100	107	..	..	..	..	a1	..	..	..	1	g108
R.M.S. <i>Mooltan</i> ..	12.4.16	15	14	451	480	..	..	..	..	..	..	..	..	..	480
S.S. <i>Hawkes Bay</i>	21.4.16	10	32	958	1,000	..	..	..	..	a1	..	..	..	1	1,001
Total ..	..	82	148	4,410	4,640	..	..	..	..	7	..	3	..	10	4,650

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.1. <i>Hymettus</i>	10.5.16	2	..	..	2	..	..	..	..	a1	..	..	..	1	h3
A.6. <i>Clan Macquodale</i>	6.5.16	4	1	106	111	..	..	..	..	a1	..	..	..	1	i112
A.14. <i>Euripides</i>	4.4.16	31	69	2,018	2,118	..	..	..	..	c3	..	10	..	13	2,131
A.52. <i>Surada</i> ..	4.5.16	2	..	..	2	..	..	..	..	a1	..	..	..	1	3
A.58. <i>Kabinga</i> ..	8.5.16	5	3	109	117	..	..	..	..	a1	..	..	..	1	j118
A.16. <i>Aeneas</i> ..	7.4.16	7	6	151	164	..	..	..	..	b2	..	4	..	6	170
A.66. <i>Uganda</i> ..	2.5.16	5	6	100	111	..	..	..	..	a1	..	..	..	1	k112
Total ..	..	56	85	2,484	2,625	..	..	..	..	10	..	14	..	24	m2,649

a 1 Canteen. b 1 Y.M.C.A., 1 Canteen.
 f Also 360 horses. g Also 283 horses.
 k Also 331 horses. l Also 1,493 horses.

c 2 Y.M.C.A., 1 Canteen. d Also 400 horses.
 h Also 283 horses. i Also 651 horses.
 m Also 1,872 horses.

d Also 400 horses. e Also 450 horses.
 i Also 440 horses. j Also 450 horses.

CONVOY 20—continued.

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.59. <i>Botanist</i> ..	26.4.16	5	3	116	124	..	..	..	..	a1	..	..	..	1	b125
A.16. <i>Æneas</i> ..	11.4.16	12	28	880	920	..	..	..	..	..	..	..	..	..	920
A.41. <i>Bakara</i> ..	28.4.16	4	3	106	113	..	..	..	..	a1	..	..	..	1	c114
R.M.S. <i>Mooltan</i> ..	20.4.16	1	..	..	1	..	..	..	..	..	..	..	..	..	i
Total ..	..	22	34	1,102	1,158	..	..	..	..	2	..	..	..	2	d1,160

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.52. <i>Surada</i> ..	16.5.16	4	4	137	145	..	..	..	..	..	..	..	..	..	e145
A.16. <i>Æneas</i> ..	17.4.16	8	21	615	644	..	..	..	..	..	..	..	..	..	644
R.M.S. <i>Mooltan</i> ..	24.4.16	1	..	..	1	..	..	..	..	..	..	..	..	..	1
Total ..	..	13	25	752	790	..	..	..	..	..	..	..	..	..	f790

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	82	148	4,410	4,640	..	..	..	..	7	..	3	..	10	g4,650
MELBOURNE	56	85	2,484	2,625	..	..	..	..	10	..	14	..	24	h2,649
ADELAIDE ..	22	34	1,102	1,158	..	..	..	..	2	..	..	..	2	d1,160
FREMANTLE	13	25	752	790	..	..	..	..	..	..	..	..	..	f790
Grand Total	173	292	8,748	9,213	..	..	..	..	19	..	17	..	36	i9,249

a 1 Canteen. b Also 420 horses. c Also 350 horses. d Also 770 horses. e Also 275 horses.
 f Also 275 horses. g Also 1,493 horses. h Also 1,872 horses. i Also 4,410 horses.

CONVOY 21.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.8. <i>Argyllshire</i>	11.5.16	47	109	1,607	1,763	..	..	..	..	b2	..	..	..	2	1,765
A.20. <i>Hororata</i> ..	2.5.16	39	76	1,473	1,588	..	..	..	..	b2	..	..	..	2	1,590
A.24. <i>Benalla</i> ..	1.5.16	42	65	1,340	1,447	..	..	..	..	b2	..	..	..	2	1,449
A.30. <i>Borda</i> ..	4.6.16	48	68	1,330	1,444	..	..	..	..	b2	..	..	..	2	1,446
A.31. <i>Ajana</i> ..	5.7.16	13	21	568	602	..	..	..	..	a1	..	..	..	1	603
A.34. <i>Persic</i> ..	30.5.16	13	24	188	225	..	..	..	..	b2	..	..	..	2	227
A.64. <i>Demosthenes</i>	18.5.16	55	94	1,461	1,610	..	..	..	..	b2	..	..	..	2	1,612
A.62. <i>Wandilla</i> ..	2.6.16	..	..	..	..	..	..	..	..	a1	..	..	..	1	1
A.69. <i>Warilda</i> ..	22.5.16	20	30	555	605	..	..	..	..	b2	..	..	..	2	607
A.72. <i>Belkana</i> ..	13.5.16	42	75	1,292	1,409	..	..	3	3	b2	..	..	..	2	1,414
A.74. <i>Marathon</i> ..	4.5.16	38	61	1,126	1,225	..	..	..	..	b2	..	..	..	2	1,227
Total ..	..	355	623	10,940	11,918	..	..	3	3	20	..	..	..	20	11,941

a 1 Canteen.

b 1 Y.M.C.A., 1 Canteen.

CONVOY 21—continued

HOBART.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.35. <i>Berrima</i> ..	1.7.16	34	54	1,039	1,127	..	..	..	..	a2	..	..	..	2	1,129
Total ..	..	34	54	1,039	1,127	..	..	..	..	2	..	..	..	2	1,129

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.7. <i>Medic</i> ..	20.5.16	38	102	1,457	1,597	..	..	..	..	a2	..	..	..	2	1,599
A.11. <i>Ascanius</i> ..	27.5.16	54	91	1,617	1,762	..	..	..	..	a2	..	..	..	2	1,764
A.19. <i>Afric</i> ..	5.6.16	6	11	326	343	..	..	..	..	b1	..	..	..	1	344
A.31. <i>Ajana</i> ..	8.7.16	3	11	290	304	..	..	..	..	..	..	..	..	..	304
A.34. <i>Persic</i> ..	3.6.16	42	78	1,191	1,311	..	..	..	..	..	..	..	..	..	1,311
A.35. <i>Berrima</i> ..	4.7.16	4	10	273	287	..	..	..	..	..	..	..	..	..	287
A.54. <i>Runic</i> ..	20.6.16	45	96	1,438	1,579	..	..	..	..	a2	..	..	..	2	1,581
A.62. <i>Wandilla</i> ..	5.6.16	42	74	1,231	1,347	..	..	..	..	a2	..	4	..	6	1,353
A.69. <i>Warilda</i> ..	25.5.16	17	19	345	381	..	..	..	..	..	..	..	..	..	381
Total ..	..	251	492	8,168	8,911	..	..	..	..	9	..	4	..	13	8,924

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.19. <i>Afric</i> ..	9.6.16	38	69	1,138	1,245	..	..	..	..	c3	..	..	..	3	1,248
A.29. <i>Suevic</i> ..	31.5.16	12	35	383	430	..	..	..	..	b1	..	..	..	1	431
Total ..	..	50	104	1,521	1,671	..	..	..	..	4	..	..	..	4	1,679

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.29. <i>Suevic</i> ..	6.6.16	32	53	1,080	1,165	..	..	..	..	..	..	..	..	..	1,165
A.31. <i>Ajana</i> ..	15.7.16	3	4	104	111	..	..	..	..	..	..	..	..	..	111
A.69. <i>Warilda</i> ..	1.6.16	17	21	342	380	..	..	..	..	..	..	..	..	..	380
A.74. <i>Marathon</i> ..	21.5.16	..	..	..	..	..	..	..	..	..	..	d4	..	4	4
Total ..	..	52	78	1,526	1,656	..	..	..	..	..	..	4	..	4	1,660

CONVOY 21—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	355	623	10,940	11,918	..	..	3	3	20	..	..	..	20	11,941
HOBART ..	34	54	1,039	1,127	..	..	..	..	2	..	..	..	2	1,129
MELBOURNE	251	492	8,168	8,911	..	..	..	..	9	..	4	..	13	8,924
ADELAIDE ..	50	104	1,521	1,675	..	..	..	..	4	..	..	..	4	1,679
FREMANTLE	52	78	1,526	1,656	..	..	..	..	..	..	4	..	4	1,660
Grand Total	742	1,351	23,194	25,287	..	..	3	3	35	..	8	..	43	25,333

CONVOY 22.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.46. <i>Clan Mac-Gillivray</i>	1.5.16	12	22	679	713	..	..	..	..	a1	..	..	..	1	714
A.49. <i>Seang Choon</i>	4.5.16	15	30	830	875	..	..	..	..	b2	..	..	..	2	877
Total ..	..	27	52	1,509	1,588	..	..	..	..	3	..	..	..	3	1,591

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.46. <i>Clan Mac-Gillivray</i>	3.5.16	5	10	311	326	..	..	..	..	..	..	..	..	..	326
A.63. <i>Karoola</i> ..	20.5.16	9	3	4	16	..	..	..	..	..	..	7	..	7	23
A.55. <i>Kyarra</i> ..	3.6.16	19	34	877	933	..	1	..	1	c2	..	7	..	9	940
A.37. <i>Barambah</i>	23.6.16	13	24	598	635	..	..	..	..	a1	..	..	..	1	636
A.44. <i>Vestalia</i> ..	11.7.16	8	17	272	297	..	..	..	..	a1	..	..	..	1	298
R.M.S. <i>Morea</i> ..	27.5.16	2	5	50	57	..	..	..	..	..	..	..	..	..	57
Total ..	..	56	93	2,112	2,261	..	1	..	1	4	..	14	..	18	2,280

HOBART.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.49. <i>Seang Choon</i>	9.5.16	3	5	147	155	..	..	..	..	..	..	..	..	..	155
Total ..	..	3	5	147	155	..	..	..	..	..	..	..	..	..	155

a 1 Canteen.

b 2 Canteen.

c 1 Y.M.C.A., 1 Canteen.

CONVOY 22—continued.

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.17. Port Lincoln	4.5.16	15	35	1,160	1,210	..	..	..	..	a1	..	..	..	1	1,211
A.63. Karoola ..	26.5.16	9	10	53	72	..	..	..	..	b3	b1	16	..	20	92
A.37. Barambah	27.6.16	14	27	582	623	..	..	..	..	..	..	..	..	..	623
A.13. Katuna ..	19.6.16	4	3	29	36	..	..	..	..	a1	..	..	..	1	37
A.48. Seang Bee	..	..	..	..	..	..	..	..	..	a1	..	..	..	1	1
A.33. Ayrshire ..	3.7.16	18	33	923	974	..	..	9	9	c2	..	..	..	2	985
A.57. Malakuta	22.6.16	..	..	..	..	..	..	..	..	a1	..	..	..	1	1
R.M.S. Morea ..	30.5.16	5	9	90	104	..	..	..	..	..	..	..	..	..	104
Total ..	..	65	117	2,837	3,019	..	..	9	9	9	1	16	..	26	3,054

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.13. Katuna ..	23.6.16	2	3	66	71	..	..	..	..	..	..	..	..	..	71
A.57. Malakuta	27.6.16	3	5	148	156	..	..	..	..	..	..	..	..	..	156
A.45. Bulla ..	23.6.16	3	8	107	118	..	..	..	..	a1	..	..	..	1	119
A.48. Seang Bee	13.7.16	13	16	441	470	..	..	..	..	..	..	..	..	..	470
Total ..	..	21	32	762	815	..	..	..	..	1	..	..	..	1	816

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.48. Seang Bee	19.7.16	7	18	507	532	..	..	..	..	a1	..	..	..	1	533
R.M.S. Morea ..	6.6.16	..	1	32	33	..	..	..	..	..	..	..	..	..	33
Total ..	..	7	19	539	565	..	..	..	..	1	..	..	..	1	566

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	27	52	1,509	1,588	..	..	..	..	3	..	..	..	3	1,591
SYDNEY ..	56	93	2,112	2,261	..	1	..	1	4	..	14	..	18	2,280
HOBART ..	3	5	147	155	..	..	..	..	..	..	..	..	..	155
MELBOURNE	65	117	2,837	3,019	..	..	9	9	1	16	..	..	26	3,054
ADELAIDE ..	21	32	762	815	..	..	..	..	1	..	..	..	1	816
FREMANTLE	7	19	539	565	..	..	..	..	1	..	..	..	1	566
Grand Total	179	318	7,906	8,403	..	1	9	10	18	1	30	..	49	8,462

s 1 Canteen.

b 4 Red Cross.

c 1 Y.M.C.A., 1 Canteen.

CONVOY 23.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.50. <i>Itonus</i> ..	8.8.16	16	27	737	780	..	..	..	..	a2	..	..	..	2	782
A.42. <i>Boorara</i> ..	16.8.16	16	31	880	927	..	..	..	..	a2	..	..	..	2	929
Total ..	..	32	58	1,617	1,707	..	..	..	..	4	..	..	..	4	1,711

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.61. <i>Kanowna</i>	4.7.16	..	..	..	..	..	..	..	..	b5	..	20	..	25	25
A.67. <i>Orsova</i> ..	29.7.16	11	11	252	274	..	..	..	..	c1	d3	3	d4	11	285
A.70. <i>Ballarat</i> ..	5.8.16	3	6	155	164	..	..	..	..	..	..	..	..	..	164
A.42. <i>Boorara</i> ..	19.8.16	4	6	163	173	..	..	..	..	..	..	..	..	..	173
A.18. <i>Wiltshire</i> ..	22.8.16	33	61	1,682	1,776	..	..	..	..	a2	..	3	..	5	1,781
R.M.S. <i>Mongolia</i>	8.7.16	6	13	265	284	..	..	..	..	..	..	..	..	..	284
R.M.S. <i>Orontes</i> ..	12.8.16	1	2	10	13	..	..	..	..	e15	..	..	..	15	28
Total ..	..	58	99	2,527	2,684	..	..	..	..	23	3	26	4	56	2,740

HOBART.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.70. <i>Ballarat</i> ..	8.8.16	9	14	298	321	..	..	..	..	..	..	..	..	..	321
Total ..	..	9	14	298	321	..	..	..	..	..	..	..	..	..	321

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.61. <i>Kanowna</i>	6.7.16	4	6	40	50	..	..	..	..	..	..	16	..	16	66
A.26. <i>Armada</i>	19.7.16	5	7	247	259	..	..	..	..	c1	..	..	..	1	260
A.32. <i>Themistocles</i>	28.7.16	41	55	1,416	1,512	..	..	..	..	f3	..	..	..	3	1,515
A.28. <i>Miltiades</i>	1.8.16	11	18	441	470	..	..	..	..	c1	..	3	..	4	474
A.67. <i>Orsova</i> ..	1.8.16	22	35	1,029	1,086	..	..	..	..	g2	1	..	..	3	1,089
R.M.S. <i>Mongolia</i>	11.7.16	3	3	113	119	..	..	..	..	..	..	..	..	..	119
R.M.S. <i>Orontes</i> ..	16.8.16	14	38	973	1,025	..	..	..	..	i1	..	2	..	3	1,028
A.53. <i>Itria</i> ..	12.8.16	..	..	..	..	..	..	..	..	c1	..	..	..	1	1
Total ..	..	100	162	4,259	4,521	..	..	..	..	9	1	21	..	31	4,552

a 1 Y.M.C.A., 1 Canteen. b 5 Emden Prisoners. c 1 Canteen. d 7 Indulgence. e Butchers and Bakers.
 f 1 Canteen, 1 Y.M.C.A., 1 Red Cross. g 1 Y.M.C.A., 2 Indulgence. h Includes 18 Imperial. i 1 Y.A.G.A.

CONVOY 23—continued.

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.70. <i>Ballarat</i> ..	12.8.16	15	33	889	937	..	..	..	..	a1	..	3	..	4	941
A.53. <i>Itria</i> ..	14.8.16	3	5	163	171	..	..	..	..	..	..	..	..	..	171
R.M.S. <i>Mongolia</i>	13.7.16	1	63	667	71	..	..	..	..	..	..	..	..	..	71
R.M.S. <i>Orontes</i> ..	18.8.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1
Total ..	..	19	41	1,120	1,180	..	..	..	..	1	..	3	..	4	1,184

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.61. <i>Kanowna</i>	14.7.16	..	..	..	..	..	..	..	..	..	..	1	..	1	1
A.28. <i>Miltiades</i>	9.8.16	17	28	752	797	..	..	..	..	a1	..	..	..	1	798
R.M.S. <i>Mongolia</i>	17.7.16	1	2	31	34	..	..	..	..	..	..	..	..	..	34
R.M.S. <i>Orontes</i> ..	23.8.16	1	..	1	2	..	..	..	..	..	..	..	..	..	2
Total ..	..	19	30	784	833	..	..	..	..	1	..	1	..	2	835

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	32	58	1,617	1,707	..	..	..	..	4	..	..	..	4	1,711
SYDNEY ..	58	99	2,527	2,684	..	..	..	..	23	3	26	4	56	2,740
HOBART ..	9	14	298	321	..	..	..	..	..	..	..	..	..	321
MELBOURNE	100	162	4,259	4,521	..	..	..	..	9	1	21	..	31	4,552
ADELAIDE ..	19	41	1,120	1,180	..	..	..	..	1	..	3	..	4	1,184
FREMANTLE	19	30	784	833	..	..	..	..	1	..	1	..	2	835
Grand Total	237	404	10,605	11,246	..	..	..	..	38	4	51	4	97	11,343

CONVOY 24.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.46. <i>Clan Macgillivray</i> ..	7.9.16	15	31	878	924	..	..	..	..	c1	..	..	..	1	925
A.49. <i>Seang Choon</i>	19.9.16	15	26	737	778	..	..	..	..	d2	..	..	..	2	780
Total ..	..	30	57	1,615	1,702	..	..	..	..	3	..	..	..	3	1,705

a 1 Y.M.C.A. b Includes Imperial—1 Sergeant, 3 men. c 1 Canteen. d 1 Y.M.C.A., 1 Canteen.

CONVOY 24—continued.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.68. <i>Anchises</i> ..	24.8.16	21	40	1,078	1,139	..	..	..	..	a2	..	..	..	2	1,141
A.15. <i>Port Sydney</i>	4.9.16	18	32	873	923	..	..	..	..	b3	..	..	..	3	926
A.14. <i>Euripides</i> ..	9.9.16	26	53	1,433	1,512	..	..	..	..	c31	..	7	..	38	1,550
A.47. <i>Mashobra</i>	14.9.16	8	12	424	444	..	..	..	..	a2	..	..	..	2	446
R.M.S. <i>Malwa</i> ..	22.7.16	d12	d17	d310	339	..	..	..	..	..	..	..	..	..	339
Total ..	..	85	154	4,118	4,357	..	..	..	..	38	..	7	..	45	4,402

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.63. <i>Karoola</i> ..	19.8.16	16	33	199	248	..	..	..	..	..	e1	45	..	46	294
A.59. <i>Botanist</i> ..	24.8.16	4	5	149	158	..	..	..	..	f1	..	..	..	1	159
A.15. <i>Port Sydney</i>	7.9.16	7	20	611	638	..	..	..	..	..	..	..	..	..	638
A.14. <i>Euripides</i>	11.9.16	14	20	584	618	..	..	..	..	g10	..	..	..	10	628
A.73. <i>Common-wealth</i> ..	19.9.16	8	16	492	516	..	..	..	..	a2	..	..	..	2	518
A.10. <i>Karoo</i> ..	18.9.16	7	13	326	346	..	..	..	..	a2	..	..	..	2	348
A.4. <i>Pera</i> ..	23.9.16	1	1	41	43	..	..	..	..	f1	..	..	..	1	44
A.49. <i>Seang Choon</i>	23.9.16	2	6	203	211	..	..	..	..	..	..	..	..	..	211
A.9. <i>Shropshire</i>	25.9.16	29	57	1,628	1,714	1	6	46	53	a2	..	..	..	2	1,769
R.M.S. <i>Malwa</i> ..	25.7.16	..	..	55	55	1	..	18	19	..	..	..	..	..	74
Total ..	..	88	171	4,288	4,547	2	6	64	72	18	1	45	..	64	4,683

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.68. <i>Anchises</i> ..	28.8.16	9	20	597	626	..	..	..	..	..	..	..	..	..	626
A.73. <i>Common-wealth</i> ..	21.9.16	7	15	455	477	..	..	..	..	..	..	..	..	..	477
R.M.S. <i>Malwa</i> ..	27.7.16	1	2	64	67	..	..	..	..	..	..	..	..	..	67
Total ..	..	17	37	1,116	1,170	..	..	..	..	..	..	..	..	..	1,170

a 1 Y.M.C.A., 1 Canteen. b 1 Y.M.C.A., 1 Canteen, 1 Indulgence. c 1 Y.M.C.A., 1 Canteen, 29 Chemists
 * Includes 5 O., 10 S., 87 M., New Zealand. s To Fremantle. f 1 Canteen. g 10 Chemists.

CONVOY 24—continued.

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.63. <i>Karoola</i> ..	25.8.16	2	..	..	2	..	..	..	..	..	..	..	..	..	2
A.46. <i>Clan Macgillivray</i> ..	18.9.16	2	6	151	159	..	..	..	..	..	..	..	..	..	159
A.14. <i>Euripides</i> ..	17.9.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1
A.66. <i>Uganda</i> ..	20.9.16	3	5	147	155	..	..	..	..	..	..	..	..	..	155
A.52. <i>Surada</i> ..	22.9.16	4	5	154	163	..	..	..	..	..	..	..	..	..	163
A.39. <i>Port Macquarie</i> ..	13.10.16	6	11	294	311	..	..	..	..	61	..	..	..	1	312
R.M.S. <i>Malua</i> ..	31.7.16	..	1	32	33	..	..	..	..	..	..	..	..	..	33
Total ..	..	17	28	779	824	..	..	..	..	1	..	..	..	1	825

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	30	57	1,615	1,702	..	..	..	..	3	..	..	..	3	1,705
SYDNEY ..	85	154	4,118	4,357	..	..	..	..	38	..	7	..	45	4,402
MELBOURNE	88	171	4,288	4,547	2	6	64	72	18	1	45	..	64	4,683
ADELAIDE ..	17	37	1,116	1,170	..	..	..	..	..	..	..	..	..	1,170
FREMANTLE	17	28	779	824	..	..	..	..	1	..	..	..	1	825
Grand Total	237	447	11,916	12,600	2	6	64	72	60	1	52	..	113	12,785

CONVOY 25.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.36. <i>Boonah</i> ..	21.10.16	22	41	1,172	1,235	..	..	..	..	c2	..	..	..	2	1,237
Total ..	..	22	41	1,172	1,235	..	..	..	..	2	..	..	..	2	1,237

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.58. <i>Kabinga</i> ..	12.9.16	5	3	81	89	..	..	..	..	d1	..	..	..	1	890
A.25. <i>Anglo-Egyptian</i> ..	19.9.16	4	e6	81	91	..	..	..	..	d1	..	..	..	1	892
A.60. <i>Eneas</i> ..	30.9.16	28	64	1,267	1,359	..	..	..	..	c2	..	5	..	7	1,366
A.40. <i>Ceramic</i> ..	7.10.16	46	91	2,601	2,738	..	..	..	..	f8	..	3	..	11	2,749
R.M.S. <i>Moollan</i>	19.8.16	g9	g16	g248	273	..	..	..	..	1	..	..	..	1	274
Total ..	..	92	180	4,278	4,550	..	..	..	..	13	..	8	..	21	4,571

a ex *Wiltshire*. b 1 Y.M.C.A. c 1 Y.M.C.A., 1 Canteen. d 1 Canteen. e 1 Sergeant, R. Sussex, indulgence.
 f 1 Y.M.C.A., 2 Canteen, 5 Chemists. g 4 O., 10 S., 108 Men, New Zealand. h Also 400 horses.
 i Also 400 horses. j Also 800 horses.

CONVOY 25—continued.

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.1. <i>Hymettus</i>	11.9.16	4	4	105	113	..	..	..	..	a1	..	..	..	1	g114
A.6. <i>Clan Mac-Corquodale</i>	19.9.16	4	3	578	85	..	..	..	..	a1	..	..	..	1	h86
A.60. <i>Aeneas</i> ..	3.10.16	13	29	372	414	..	..	..	..	a1	..	1	..	2	416
A.71. <i>Nestor</i> ..	2.10.16	43	69	1,928	2,040	..	..	..	..	c16	..	..	..	16	2,056
A.23. <i>Suffolk</i> ..	30.9.16	9	8	223	240	..	..	..	..	d2	..	..	..	2	242
A.16. <i>Port Melbourne</i> ..	21.10.16	11	16	449	476	..	..	..	..	a1	..	..	..	1	477
A.17. <i>Port Lincoln</i>	20.10.16	18	40	1,142	1,200	..	..	..	..	d2	..	..	..	2	1,202
R.M.S. <i>Mooltan</i>	22.8.16	2	3	56	61	..	..	9	9	..	..	36	..	36	106
Total ..	..	104	172	4,353	4,629	..	..	9	9	24	..	37	..	61	4,699

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.16. <i>Port Melbourne</i> ..	23.10.16	6	9	326	341	..	..	..	..	e1	..	..	..	1	342
R.M.S. <i>Mooltan</i>	24.8.16	..	2	64	66	..	..	..	..	..	..	9	..	9	75
Total ..	..	6	11	390	407	..	..	..	..	1	..	9	..	10	417

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.23. <i>Suffolk</i> ..	10.10.16	13	25	743	781	..	..	..	..	f7	..	..	..	7	788
A.16. <i>Port Melbourne</i> ..	30.10.16	10	25	725	760	..	..	..	..	..	..	..	..	..	760
R.M.S. <i>Mooltan</i>	28.8.16	2	1	32	35	..	..	..	..	..	..	6	..	6	41
Total ..	..	25	51	1,500	1,576	..	..	..	..	7	..	6	..	13	1,589

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	22	41	1,172	1,235	..	..	..	..	2	..	..	..	2	1,237
SYDNEY ..	92	180	4,278	4,550	..	..	..	..	13	..	8	..	21	4,571
MELBOURNE	104	172	4,353	4,629	..	..	9	9	24	..	37	..	61	4,699
ADELAIDE ..	6	11	390	407	..	..	..	..	1	..	9	..	10	417
FREMANTLE	25	51	1,500	1,576	..	..	..	..	7	..	6	..	13	1,589
Grand Total	249	455	11,693	12,397	..	..	9	9	47	..	60	..	107	12,513

a 1 Canteen. b Includes 1 Man, New Zealand. c 1 Y.M.C.A., 2 Canteen, 1 Salvation Army, 12 Chemists.
 d 1 Y.M.C.A., 1 Canteen. e 1 Y.M.C.A. f 7 Munition Workers. g Also 600 horses. h Also 400 horses.
 i Also 1,000 horses. j Also 800 horses. k Also 1,000 horses. l Also 1,800 horses.

CONVOY 25.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.43. <i>Barunga</i> ..	26.10.16	2	2	67	71	..	..	..	..	..	..	..	..	..	k71
A.74. <i>Marathon</i>	27.10.16	18	36	1,024	1,078	..	..	..	..	1	..	3	..	4	1,082
Total ..	..	20	38	1,091	1,149	..	..	..	..	1	..	3	..	4	k1,153

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.8. <i>Argyllshire</i>	31.10.16	10	15	435	460	..	..	..	..	a2	..	3	..	5	465
A.11. <i>Ascanius</i> ..	25.10.16	28	57	1,732	1,817	..	..	..	..	b3	..	..	..	3	1,820
A.13. <i>Katuna</i> ..	23.11.16	6	4	91	101	..	..	..	..	c1	..	..	..	1	1102
A.19. <i>Afric</i> ..	3.11.16	17	33	878	928	..	..	..	..	c1	..	..	..	1	929
A.30. <i>Borda</i> ..	17.10.16	17	39	1,041	1,097	..	..	..	..	d6	..	..	..	6	1,103
A.43. <i>Barunga</i> ..	20.10.16	3	4	57	64	..	..	..	..	c1	..	..	..	1	65
A.74. <i>Marathon</i>	31.10.16	5	7	134	146	..	..	..	..	e1	..	..	..	1	147
S.S. <i>Port Nicholson</i>	8.11.16	18	34	965	1,017	..	..	..	..	f2	..	..	..	2	1,019
S.S. <i>Port Napier</i>	17.11.16	18	35	969	1,022	..	..	..	..	f2	..	..	..	2	1,024
Total ..	..	122	228	6,302	6,652	..	..	..	..	19	..	3	..	22	16,674

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.30. <i>Borda</i> ..	20.10.16	5	12	369	386	..	..	..	..	g31	..	3	..	34	420
A.56. <i>Palermo</i> ..	30.9.16	3	3	98	104	..	..	..	..	c1	..	..	..	1	105
A.65. <i>Clan Mac-</i> <i>Ewen</i> ..	9.10.16	4	4	82	90	..	..	..	..	h1	..	..	..	1	m91
A.38. <i>Ulysses</i> ..	25.10.16	57	65	1,918	2,040	..	..	..	..	i4	..	..	..	4	2,044
Total ..	..	69	84	2,467	2,620	..	..	..	..	37	..	3	..	40	m2,660

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.19. <i>Afric</i> ..	7.11.16	9	20	583	612	..	..	..	..	j2	..	3	..	5	617
A.41. <i>Bakara</i> ..	4.11.16	4	3	100	107	..	..	..	..	c1	..	..	..	1	n108
Total ..	..	13	23	683	719	..	..	..	..	3	..	3	..	6	n725

a 1 Canteen, 1 Salvation Army. b 1 Y.M.C.A., 1 Salvation Army, 1 Canteen. c 1 Canteen. d 1 Y.M.C.A., 1 Canteen, 4 Munition Workers. e 1 Y.M.C.A. f 1 Y.M.C.A., 1 Canteen. g 31 Munition Workers. h 1 Canteen, 1 New Zealand. i 1 Y.M.C.A., 1 Salvation Army, 1 Chemist, 1 Canteen. j 1 Y.M.C.A., 1 Salvation Army. k Also 300 horses. l Also 405 horses. m Also 293 horses. n Also 300 horses.

CONVOY 26—continued.**FREMANTLE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.8. <i>Argyllshire</i>	9.11.16	20	40	1,180	1,240	..	..	..	..	a1	..	..	..	1	1,241
A.65. <i>Clan Mac-Ewen</i> ..	17.10.16	1	..	..	1	..	..	..	..	..	..	..	..	..	1
Total ..	..	21	40	1,180	1,241	..	..	..	..	1	..	..	..	1	1,242

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	20	38	1,091	1,149	..	..	..	..	1	..	3	..	4	b1,153
SYDNEY ..	122	228	6,302	6,652	..	..	..	..	19	..	3	..	22	c6,674
MELBOURNE	69	84	2,467	2,620	..	..	..	..	37	..	3	..	40	d2,660
ADELAIDE ..	13	23	683	719	..	..	..	..	3	..	3	..	6	e725
FREMANTLE	21	40	1,180	1,241	..	..	..	..	1	..	..	..	1	1,242
Grand Total	245	413	11,723	12,381	..	..	..	..	61	..	12	..	73	f12,454

a 1 Y.M.C.A. b Also 300 horses. c Also 405 horses. d Also 293 horses. e Also 300 horses.
f Also 1,298 horses.

CONVOY 27.**BRISBANE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.55 <i>Kyarra</i> ..	17.11.16	18	31	880	929	..	..	..	..	b2	..	3	..	5	934
Total ..	..	18	31	880	929	..	..	..	..	2	..	3	..	5	934

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.24. <i>Benalla</i> ..	9.11.16	27	54	1,510	1,591	..	..	..	..	a2	..	3	..	5	1,596
A.29. <i>Suevic</i> ..	11.11.16	28	54	1,509	1,591	..	..	..	..	a2	..	..	..	2	1,593
A.61. <i>Kanowna</i>	8.11.16	6	8	49	63	..	..	..	..	b12	..	20	..	32	95
A.64. <i>Demosthenes</i>	22.12.16	23	42	1,175	1,240	46	..	..	46	c2	..	..	..	2	1,288
A.72. <i>Beltana</i> ..	25.11.16	27	56	1,530	1,613	..	..	..	..	a2	..	7	..	9	1,622
R.M.S. <i>Kaisar-i-Hind</i> ..	9.12.16	..	..	..	..	..	..	..	..	..	..	40	..	40	40
R.M.S. <i>Mooltan</i>	23.12.16	d4	d10	d130	144	..	..	..	..	e5	..	..	..	5	149
Total ..	..	115	224	5,903	6,242	46	..	..	46	25	..	70	..	95	6,383

a 1 Y.M.C.A., 1 Canteen. b 11 Indulgence, 1 Prisoner of War. c 1 Canteen, 1 Y.M.C.A.,
New Zealand. d 3 O., 9 S., 101 Men, New Zealand. e 5 Draughtsmen.

CONVOY 27—continued.

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.7. <i>Medic</i> ..	16.12.16	25	54	1,501	1,580	..	..	..	..	a3	..	..	..	3	1,583
A.20. <i>Hororata</i> ..	23.11.16	29	58	1,687	1,774	..	..	..	..	b2	..	..	..	2	1,776
A.34. <i>Persic</i> ..	22.12.16	18	44	758	820	..	..	..	..	b2	..	..	..	2	822
A.44. <i>Vestalia</i> ..	13.12.16	4	11	202	217	..	..	9	9	c2	..	..	..	2	228
R.M.S. <i>Mooltan</i>	26.12.16	..	..	..	..	..	..	..	..	..	..	50	..	50	50
Total ..	..	76	167	4,148	4,391	..	..	9	9	9	..	50	..	59	4,459

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.35. <i>Berrima</i> ..	16.12.16	25	21	637	683	..	..	..	..	d15	..	..	..	15	698
Total ..	..	25	21	637	683	..	..	..	..	15	..	..	..	15	698

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.61. <i>Kanowna</i>	17.11.16	..	..	5	5	..	..	..	..	..	..	..	..	..	5
A.35. <i>Berrima</i> ..	23.12.16	13	29	871	913	..	..	..	..	e6	..	3	..	9	922
A.44. <i>Vestalia</i> ..	23.12.16	..	..	..	..	1	2	49	52	..	..	..	..	..	52
R.M.S. <i>Kaisar-i-Hind</i> ..	18.12.16	..	..	..	..	..	..	..	..	..	..	20	..	20	20
A.72. <i>Beltana</i> ..	6.12.16	18	38	1,271	1,327	..	..	..	..	f1	..	..	..	1	1,328
A.34. <i>Persic</i> ..	29.12.16	16	25	g747	788	..	..	..	..	..	..	..	..	..	788
Total ..	..	47	92	2,894	3,033	1	2	49	52	7	..	23	..	30	3,115

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	18	31	880	929	..	..	..	..	2	..	3	..	5	934
SYDNEY ..	115	224	5,903	6,242	46	..	..	46	25	..	70	..	95	6,383
MELBOURNE	76	167	4,148	4,391	..	..	9	9	9	..	50	..	59	4,459
ADELAIDE ..	25	21	637	683	..	..	..	..	15	..	..	..	15	698
FREMANTLE	47	92	2,894	3,033	1	2	49	52	7	..	23	..	30	3,115
Grand Total	281	535	14,462	15,278	47	2	58	107	58	..	146	..	204	15,589

a 1 Y.M.C.A., 1 Salvation Army, 1 Canteen. b 1 Y.M.C.A., 1 Canteen. c 1 Canteen, 1 Indulgence.
d 1 Y.M.C.A., 1 Canteen, 1 Indulgence, 12 Munition Workers. e 6 Munition Workers. f 1 Y.M.C.A.
g 1 Imperial Reservist.

CONVOY 23.

BRISBANE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.1. <i>Hymettus</i>	3.2.17	2	2	67	71	..	..	..	..	a1	..	..	..	1	72
Total ..	..	2	2	67	71	..	..	..	..	1	..	..	..	1	72

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.31. <i>Ajana</i> ..	18.1.17	1	..	..	1	..	..	..	..	b16	..	..	..	16	17
A.32. <i>Themistocles</i>	29.12.16	c3	..	..	3	..	..	..	..	c1	..	39	..	40	43
A.53. <i>Itria</i> ..	28.2.17	3	4	133	140	..	..	..	..	a1	..	..	..	1	141
A.54. <i>Runic</i> ..	4.1.17	..	..	..	..	..	..	..	..	d58	..	..	..	58	58
A.67. <i>Orsova</i> ..	2.12.16	11	14	325	350	..	..	18	18	e47	..	..	..	47	415
R.M.S. <i>Orontes</i> ..	9.12.16	19	9	239	267	4	14	15	f33	f2	..	1	..	3	303
R.M.S. <i>Kashgar</i>	20.1.17	1	..	16	17	..	..	..	..	..	..	..	..	..	17
A.58. <i>Kabinga</i> ..	5.3.17	..	..	..	..	..	..	..	..	a1	..	..	..	1	1
A.6. <i>Clan Mac-Corquodale</i>	1.2.17	..	..	..	..	..	..	..	..	a1	..	..	..	1	1
Total ..	..	38	27	713	778	4	14	33	51	127	..	40	..	167	996

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.45. <i>Bulla</i> ..	13.1.17	..	..	..	..	..	..	..	..	a1	..	..	..	1	1
A.63. <i>Karoola</i> ..	9.12.16	9	11	72	92	..	..	..	..	g2	..	16	..	18	110
A.67. <i>Orsova</i> ..	6.12.16	7	14	367	388	2	..	..	2	h24	..	49	..	73	463
R.M.S. <i>Orontes</i> ..	23.12.16	21	13	454	488	..	..	..	..	i40	..	5	..	45	533
A.25. <i>Anglo-Egyptian</i>	31.1.17	5	5	83	93	..	..	..	..	a1	..	..	..	1	94
Total ..	..	42	43	976	1,061	2	..	..	2	68	..	70	..	138	1,201

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.6. <i>Clan Mac-Corquodale</i>	5.2.17	j3	4	66	73	..	..	..	..	..	..	..	..	..	73
A.45. <i>Bulla</i> ..	16.1.17	3	3	67	73	..	..	..	..	..	..	..	..	..	73
Total ..	..	6	7	133	146	..	..	..	..	..	..	..	..	..	146

a 1 Canteen. b 16 Munition Workers. c 1 Indulgence, 1 Imperial. d 42 Munition Workers, 12 *Carina* Crew, 4 Maltese. e 46 Munition Workers, 1 Canteen. f 1 Canteen, 1 Red Cross, New Zealand. g 2 Invalids. A 1 Canteen, 23 Munition Workers. i 37 Munition Workers, 1 Y.M.C.A., 2 Red Cross. j 1 Indian Army Reserve, 1 Imperial.

CONVOY 28—continued.**FREMANTLE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>A.6. Clan Mac-Corquodale</i>	13.2.17	1	1	32	34	..	..	1	1	..	..	..	..	..	35
<i>A.45. Bulla</i> ..	22.1.17	1	1	32	34	..	..	..	..	..	..	..	..	..	34
<i>A.67. Orsova</i> ..	12.12.16	..	..	8	8	..	..	..	..	a1	..	..	..	1	9
<i>R.M.S. Orontes</i> ..	29.12.16	..	..	..	..	..	..	1	1	b9	..	2	..	11	12
Total ..	..	2	2	72	76	..	..	2	2	10	..	2	..	12	90

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
BRISBANE ..	2	2	67	71	..	..	..	..	1	..	..	..	1	72
SYDNEY ..	38	27	713	778	4	14	33	51	127	..	40	..	167	996
MELBOURNE	42	43	976	1,061	2	..	..	2	68	..	70	..	138	1,201
ADELAIDE ..	6	7	133	146	..	..	..	..	..	..	..	..	..	146
FREMANTLE	2	2	72	76	..	..	2	2	10	..	2	..	12	90
Grand Total	90	81	1,961	2,132	6	14	35	55	206	..	112	..	318	2,505

CONVOY 29.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>A.18. Wiltshire</i> ..	17.2.17	29	88	1,629	1,746	..	..	..	..	c3	..	3	..	6	1,752
<i>A.33. Ayrshire</i> ..	24.1.17	18	32	898	948	..	..	..	..	d2	..	..	..	2	950
<i>A.68. Anchises</i> ..	24.1.17	29	58	1,668	1,755	..	..	..	..	d2	..	3	..	5	1,760
<i>R.M.S. Omrah</i> ..	13.1.17	10	..	..	10	7	..	1	8	..	..	..	..	..	18
<i>R.M.S. Osterley</i>	10.2.17	21	36	844	901	..	..	..	..	a1	..	7	..	8	909
<i>R.M.S. Karmala</i>	3.2.17	6	13	311	330	..	..	..	..	..	..	..	..	..	330
Total ..	..	113	227	5,350	5,690	7	..	1	8	8	..	13	..	21	5,719

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>A.28. Miltiades</i>	20.1.17	..	..	..	..	..	..	..	..	e1	..	..	..	1	1
<i>A.70. Ballarat</i> ..	19.2.17	44	87	1,477	1,608	..	..	..	..	f13	..	3	..	16	1,624
<i>R.M.S. Omrah</i> ..	17.1.17	34	36	677	747	13	..	..	13	a1	..	3	..	4	764
<i>R.M.S. Osterley</i>	14.2.17	6	16	406	428	..	..	..	..	..	..	..	..	..	428
<i>R.M.S. Karmala</i>	6.2.17	1	2	76	79	..	..	..	..	..	..	..	..	..	79
Total ..	..	85	141	2,636	2,862	13	..	..	13	15	..	6	..	21	2,896

a 1 Y.M.C.A. b 1 Y.M.C.A., 8 Munition Workers. c 1 Y.M.C.A., 1 Canteen, 1 Indulgence. d 1 Y.M.C.A. 1 Canteen. e 1 Canteen. f 9 Munition Workers, 1 Y.M.C.A., 3 Indulgence.

CONVOY 29—continued.**ADELAIDE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.28. <i>Miltiades</i>	24.1.17	9	6	207	222	..	..	..	..	..	..	..	..	..	222
A.48. <i>Seang Bee</i>	10.2.17	16	26	734	776	..	..	..	..	a2	..	..	..	2	778
R.M.S. <i>Omrah</i> ..	19.1.17	..	..	8	8	..	..	..	..	..	..	..	..	..	8
R.M.S. <i>Karmala</i>	8.2.17	..	2	64	66	..	..	..	..	b1	..	..	..	1	67
Total ..	..	25	34	1,013	1,072	..	..	..	..	3	..	..	..	3	1,075

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.28. <i>Miltiades</i>	29.1.17	14	61	939	1,014	..	..	..	..	c2	..	3	..	5	1,019
R.M.S. <i>Omrah</i> ..	23.1.17	..	..	8	8	2	..	..	2	..	..	..	..	..	10
R.M.S. <i>Karmala</i>	12.2.17	..	1	32	33	..	..	..	..	d1	..	..	..	1	34
Total ..	..	14	62	979	1,055	2	..	..	2	3	..	3	..	6	1,063

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	113	227	5,350	5,690	7	..	1	8	8	..	13	..	21	5,719
MELBOURNE	85	141	2,636	2,862	13	..	..	13	15	..	6	..	21	2,896
ADELAIDE ..	25	34	1,013	1,072	..	..	..	..	3	..	..	..	3	1,075
FREMANTLE	14	62	979	1,055	2	..	..	2	3	..	3	..	6	1,063
Grand Total	237	464	9,978	10,679	22	..	1	23	29	..	32	..	51	10,753

CONVOY 30.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.14. <i>Euripides</i>	3.3.17	..	..	..	..	..	..	..	..	e4	..	..	..	4	4
A.40. <i>Ceramic</i> ..	5.4.17	..	..	..	..	3	..	..	3	..	..	..	..	..	3
R.M.S. <i>Morea</i> ..	17.2.17	f9	f18	f315	342	..	..	..	..	..	..	..	..	..	342
A.61. <i>Kanowna</i>	21.3.17	6	10	43	59	..	..	..	..	g2	..	45	..	47	106
Total ..	..	15	28	358	401	3	..	..	3	6	..	45	..	51	455

a 1 Y.M.C.A., 1 Canteen. b 1 Red Cross. c 1 Y.M.C.A., 1 Red Cross. d 1 Y.M.C.A. e 3 War Chest Commissioners, 1 Canteen. f 5 O., 10 S., 120 Men, New Zealand. g Invalids.

CONVOY 30—continued.**MELBOURNE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>A.14. Euripides</i>	18.3.17	3	1	1	5	5	..	..	5	a2	..	..	..	2	12
<i>A.71. Nestor</i> ..	5.4.17	..	..	b1	1	..	..	..	..	..	..	..	..	..	1
<i>R.M.S. Morea</i> ..	20.2.17	5	3	84	92	..	..	..	..	c1	..	..	..	1	93
<i>R.M.S. Mongolia</i>	22.3.17	1	..	..	1	..	..	..	..	..	..	..	..	..	1
<i>R.M.S. Malwa</i> ..	3.4.17	13	..	..	13	..	..	..	..	..	..	..	..	..	13
Total ..	..	22	4	86	112	5	..	..	5	3	..	..	..	3	120

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>R.M.S. Morea</i> ..	22.2.17	..	1	33	34	..	..	..	..	..	..	..	..	..	34
<i>R.M.S. Malwa</i> ..	5.3.17	1	..	1	2	..	..	..	..	..	..	..	..	..	2
Total ..	..	1	1	34	36	..	..	..	..	..	..	..	..	..	36

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>R.M.S. Morea</i> ..	26.2.17	1	2	54	57	..	..	..	..	..	..	..	..	..	57
<i>R.M.S. Malwa</i> ..	9.4.17	1	..	..	1	..	..	..	..	..	..	..	..	..	1
<i>A.61. Kanowna</i>	31.3.17	..	..	2	2	..	..	..	..	d1	..	6	..	7	9
Total ..	..	2	2	56	60	..	..	..	..	1	..	6	..	7	67

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	15	28	358	401	3	..	..	3	6	..	45	..	51	455
MELBOURNE	22	4	86	112	5	..	..	5	3	..	..	..	3	120
ADELAIDE ..	1	1	34	36	..	..	..	..	..	..	..	..	..	36
FREMANTLE	2	2	56	60	..	..	..	..	1	..	6	..	7	67
Grand Total	40	35	534	609	8	..	..	8	10	..	51	..	61	678

a 1 Detective, 1 Red Cross.

b Imperial Reservist.

c 1 Y.M.C.A.

d Invalid.

CONVOY 31.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	Ö.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.15. <i>Port Sydney</i>	10.5.17	b24	b57	b1,066	1,147	..	..	..	..	a1	..	..	..	1	1,148
A.23. <i>Suffolk</i> ..	24.4.17	7	6	149	162	d7	d34	d86	127	c433	..	..	..	433	722
A.24. <i>Benalla</i> ..	10.5.17	9	6	149	164	..	..	..	..	a1	..	..	..	1	165
A.38. <i>Ulysses</i> ..	10.5.17	7	4	56	67	..	..	..	..	e628	..	68	..	696	763
A.73. <i>Commonwealth</i> ..	4.4.17	3	1	42	46	..	..	..	..	..	..	..	..	..	46
A.74. <i>Marathon</i>	10.5.17	41	39	1,107	1,187	..	..	..	..	f2	..	..	..	2	1,189
R.M.S. <i>Khiva</i> ..	26.5.17	..	..	..	..	..	..	..	..	..	..	15	..	15	15
Total ..	..	91	113	1,569	2,773	7	34	86	127	1,065	..	83	..	1,148	4,048

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.9. <i>Shropshire</i>	12.5.17	47	82	1,545	1,674	..	..	..	..	2	..	7	..	9	1,683
A.11. <i>Ascanius</i> ..	12.5.17	38	80	1,536	1,654	..	..	..	..	g7	..	4	..	11	1,665
A.24. <i>Benalla</i> ..	12.5.17	15	h1	h9	25	..	..	..	..	i291	..	10	..	301	326
A.42. <i>Boorara</i> ..	12.5.17	j15	j37	j950	1,002	..	..	..	..	f2	..	..	..	2	1,004
A.46. <i>Clan Macgillivray</i>	12.5.17	9	12	402	423	..	..	..	..	k285	..	..	..	285	708
A.63. <i>Karoola</i> ..	25.4.17	9	10	76	95	..	..	..	..	l7	..	50	..	57	152
R.M.S. <i>Kaisar-i-Hind</i> ..	1.5.17	..	..	..	..	..	..	..	..	m7	..	..	..	7	7
R.M.S. <i>Khiva</i> ..	30.5.17	..	..	..	..	..	..	..	..	..	..	20	..	20	20
Total ..	..	133	222	4,518	4,873	..	..	..	..	601	..	91	..	692	5,565

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
R.M.S. <i>Khiva</i> ..	1.6.17	..	..	..	..	..	..	..	..	..	..	15	..	15	15
R.M.S. <i>Kaisar-i-Hind</i> ..	3.5.17	..	..	..	..	..	..	..	..	m4	..	..	..	4	4
Total ..	..	..	..	..	..	..	..	..	..	4	..	15	..	19	19

a 1 Canteen. b 7 O., 18 S., 231 Men, New Zealand. c 1 Y.M.C.A., 1 Labourers. d 6 O., 34 P.O's., 75 Men, New Zealand. e 1 Y.M.C.A., 1 Canteen, 1 Indulgence, 625 Munition Workers. f 1 Y.M.C.A., 1 Canteen. g 2 Indulgence, 1 Y.M.C.A., 1 Canteen, 3 Chemists. h To Fremantle. i 291 Munition Workers. j 3 O., 9 S., 106 Men, New Zealand. k 1 Y.M.C.A., 1 Canteen, 283 Labourers. l 7 Indulgence Invalids. m Chemists.

CONVOY 31—continued.

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.11. <i>Ascanius</i> ..	22.5.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1
A.15. <i>Port Sydney</i> ..	22.5.17	2	3	103	108	..	..	..	..	a1	..	..	..	1	109
A.23. <i>Suffolk</i> ..	22.5.17	..	..	..	..	..	..	..	..	b66	..	..	..	66	66
A.24. <i>Benalla</i> ..	22.5.17	2	..	..	2	..	..	..	..	c93	..	10	..	103	105
A.42. <i>Boorara</i> ..	22.5.17	..	1	39	40	..	..	..	..	..	..	..	..	..	40
A.46. <i>Clan Mac-Gillivray</i> ..	22.5.17	..	..	..	3	..	..	..	..	b43	..	..	..	43	46
A.63. <i>Karoola</i> ..	2.5.17	..	..	2	2	..	..	..	..	..	..	..	..	..	2
R.M.S. <i>Kaisar-i-Hind</i> ..	8.5.17	..	..	..	..	..	..	..	..	d5	..	..	..	5	5
Total ..	..	7	4	145	156	..	..	..	..	208	..	10	..	218	374

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	91	113	2,569	2,773	7	34	86	127	1,065	..	83	..	1,148	4,048
MELBOURNE	133	222	4,518	4,873	..	..	..	..	601	..	91	..	692	5,565
ADELAIDE ..	..	..	..	..	..	..	..	..	4	..	15	..	19	19
FREMANTLE	7	4	145	156	..	..	..	..	208	..	10	..	218	374
Grand Total	231	339	7,232	7,802	7	34	86	127	1,878	..	199	..	2,077	10,006

CONVOY 32.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.17. (i) <i>Port Lincoln</i> ..	11.6.17	f15	f37	f614	666	..	..	..	..	e1	..	..	..	1	667
A.20. <i>Hororata</i> ..	14.6.17	34	67	1,643	1,744	..	..	..	..	g2	..	..	..	2	1,746
A.72. <i>Bellana</i> ..	16.6.17	18	19	536	573	4	1	..	5	h369	..	..	..	369	947
R.M.S. <i>Mooltan</i> ..	9.6.17	..	..	..	..	..	..	..	..	..	..	142	..	142	142
Total ..	..	67	123	2,793	2,983	4	1	..	5	372	..	142	..	514	3,502

a 1 Y.M.C.A. b Navvies. c 1 Y.M.C.A., 92 Muniton Workers. d Chemists. e 1 Canteen
 f 9 O., 29 S., 473 Men, New Zealand g 1 Y.M.C.A., 1 Canteen. h 1 Y.M.C.A., 1 Canteen, 1 Red Cross, 366
 Muniton Workers. i All disembarked Melbourne and portion re-embarked.

CONVOY 32—continued.**MELBOURNE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A. 29. <i>Suevic</i> ..	21.6.17	40	35	b1,492	1,567	..	1	2	3	a2	..	..	..	2	1,572
A.17. <i>Port Lincoln</i>	11.6.17	4	3	d128	135	..	6	12	18	c1	..	..	..	1	154
R.M.S. <i>Mooltan</i> ..	12.6.17	2	..	..	2	..	..	..	..	..	..	104	..	104	106
R.M.S. <i>Orontes</i> ..	6.6.17	1	..	..	1	..	..	..	..	..	..	..	..	..	1
R.M.S. <i>Somali</i> ..	30.6.17	e2	..	..	2	..	..	..	..	..	..	60	..	60	62
Total ..	..	49	38	1,620	1,707	..	7	1	21	3	..	164	..	167	1,835

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.30. <i>Borda</i> ..	23.6.17	17	27	485	529	..	..	..	..	a2	..	7	..	1	538
R.M.S. <i>Mooltan</i> ..	14.6.17	..	..	..	..	..	..	..	..	..	..	22	..	22	22
Total ..	..	17	27	485	529	..	..	..	..	2	..	29	..	31	560

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.17. <i>Port Lincoln</i>	30.6.17	..	8	162	170	..	..	1	1	..	..	..	..	..	171
A.30. <i>Borda</i> ..	29.6.17	16	39	962	1,017	..	..	..	..	..	..	..	..	..	1,017
R.M.S. <i>Mooltan</i> ..	18.6.17	..	..	..	..	..	..	..	..	..	..	5	..	5	5
Total ..	..	16	47	1,124	1,187	..	..	1	1	..	..	5	..	5	1,193

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	67	123	2,793	2,983	4	1	..	5 372	..	142	..	514	..	3,502
MELBOURNE	49	38	1,620	1,707	..	7	14	21 3	..	164	..	167	..	1,895
ADELAIDE ..	17	27	485	529	..	..	..	.. 2	..	29	..	31	..	560
FREMANTLE	16	47	1,124	1,187	..	..	1	1 ..	..	5	..	5	..	1,193
Grand Total	149	235	6,022	6,406	4	8	15	27 377	..	340	..	717	..	7,150

a 1 Y.M.C.A., 1 Canteen. b 4 New Zealand. c 1 Y.M.C.A. d 1 New Zealand. e Indian Army.

CONVOY 33.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.16. Port Melbourne ..	16.7.17	28	40	1,093	1,161	..	1	1	2	a1	..	..	..	1	1,164
A.7. Medic ..	1.8.17	14	14	456	484	..	..	..	..	b436	..	..	436	..	920
A.28. Miltiades ..	2.8.17	24	40	946	1,010	..	..	..	..	c2	..	7	..	9	1,019
A.68. Anchises ..	8.8.17	14	16	499	529	1	18	44	63	d319	..	7	..	326	918
A.18. Wiltshire ..	31.8.17	3	1	69	73	..	..	..	..	e2	61	..	63	..	136
A.55. Kyarra ..	3.9.17	21	20	481	522	..	..	..	..	f88	..	10	..	98	620
Total ..	..	104	131	3,544	3,779	1	19	45	65	846	2	85	..	933	4,777

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.32. Themistocles	2.8.17	7	3	98	108	..	..	..	..	..	..	..	..	..	108
	4.8.17	35	40	1,329	1,404	..	..	..	..	g7	..	7	..	14	1,418
A.55. Kyarra ..	7.9.17	3	3	54	60	..	1	..	1	..	..	..	..	..	61
		13	21	268	302	..	..	..	..	i1	..	20	..	21	323
Total ..	..	58	67	1,749	1,874	..	1	..	1	8	..	27	..	35	1,910

ALBANY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.16. Port Melbourne ..	24.7.17	5	9	260	274	..	..	..	..	j1	..	..	..	1	275
Total ..	..	5	9	260	274	..	..	..	..	1	..	..	..	1	275

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.34. Persic (Un-attached)	29.8.17	1	k33	..	34	2	..	..	2	..	..	..	..	..	36
Total ..	..	1	33	..	34	2	..	..	2	..	..	..	..	..	36

a 1 Canteen. b 1 Y.M.C.A., 4 Red Cross, 1 Canteen, 430 Navvies. c 1 Y.M.C.A., 1 Canteen. d 1 Y.M.C.A., 1 Canteen, 1 New Zealand, 316 Munition Workers and Carpenters, 1 Indulgence. e V.A.D.'s (cooks). f 1 Y.M.C.A., 1 Canteen, 1 Indulgence Jugo Slav, 4 Sergeants, 82 Men. g 1 Y.M.C.A., 1 Canteen, 1 Indulgence, 1 Garr. Inst., 3 Red Cross. A Fremantle only. i 1 Jugo Slav (for Egypt). j 1 Y.M.C.A. k Staff-Sergeant Dispensers for India.

CONVOY 33—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	104	131	3,544	3,779	1	19	45	65	846	2	85	..	933	4,777
MELBOURNE	59	100	1,749	1,907	2	1	..	3	8	..	27	..	35	1,946
ALBANY ..	5	9	260	274	..	..	..	..	1	..	..	..	1	275
Grand Total	168	240	5,553	5,961	3	20	45	68	855	2	112	..	969	6,998

CONVOY 34.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	G.	Ttl.	
A.61. Kanowna ..	25.9.17	6	11	43	60	..	..	..	..	..	..	20	..	20	80
A.15. Port Sydney	5.11.17	10	15	437	462	..	..	..	..	61	..	..	..	1	463
Total ..	..	16	26	480	522	..	..	..	..	1	..	20	..	21	543

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.63. Karoola ..	7.9.17	..	..	c24	24	..	..	..	..	..	..	..	..	..	24
	11.9.17	9	7	c59	75	..	..	..	..	..	..	19	..	19	94
A.54. Runic ..	13.9.17	..	..	..	..	d1	..	..	1	e9	..	45	..	54	55
A.15. Port Sydney	1.11.17	17	41	1,026	1,084	..	..	..	..	f1	..	..	..	1	1,085
Total ..	..	26	48	1,109	1,183	1	..	..	1	10	..	64	..	74	1,258

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.33. Ayrshire (unattached)	15.9.17	2	..	..	2	..	..	..	..	..	..	27	..	27	29
Total ..	..	2	..	..	2	..	..	..	..	..	..	27	..	27	29

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	18	26	480	524	..	..	..	..	1	..	47	..	48	572
MELBOURNE	26	48	1,109	1,183	1	..	..	1	10	..	64	..	74	1,258
Grand Total	44	74	1,589	1,707	1	..	..	1	11	..	111	..	122	1,830

a 1 New Zealand. b 1 Canteen. c Ship's Staff. d 1 Surgeon, R.N.R. e 4 Incapacitated Soldiers, 5 Merchant Marine. f 1 Y.M.C.A.

CONVOY 35.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.14. <i>Euripides</i> ..	31.10.17	42	77	1,944	2,063	..	..	..	..	a5	..	7	..	12	2,075
A.64. <i>Demosthenes</i>	9.11.17	4	3	71	78	..	..	..	..	b229	..	9	..	238	316
Total ..	..	46	80	2,015	2,141	..	..	..	..	234	..	16	..	250	2,391

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.60. <i>Aeneas</i> ..	29.10.17	9	8	239	256	..	..	..	..	..	..	..	..	..	256
	30.10.17	22	42	1,187	1,251	5	19	21	45	c2	..	6	..	8	1,304
A.73. (f) <i>Commonwealth</i> ..	2.11.17	e14	e26	e792	832	..	..	..	..	d2	..	..	..	2	834
		3	..	37	40	..	..	..	..	..	..	..	..	..	40
A.71. <i>Nestor</i> ..	19.11.17	9	8	179	196	..	..	..	..	..	..	..	..	..	196
	21.11.17	45	53	1,654	1,752	..	..	..	..	g11	..	6	..	17	1,769
Total ..	..	102	137	4,088	4,327	5	19	21	45	15	..	12	..	27	4,399

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A. 30. (i) <i>Borda</i>	5.1.18	16	15	72	103	..	..	..	..	h731	..	17	..	748	851
Total ..	..	16	15	72	103	..	..	..	..	731	..	17	..	748	851

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.73. <i>Commonwealth</i> ..	9.11.17	3	5	122	130	..	..	..	..	..	..	..	..	..	130
Total ..	..	3	5	122	130	..	..	..	..	..	..	..	..	..	130

a 1 Y.M.C.A., 1 Canteen, 3 Indulgence. b 1 Y.M.C.A., 1 Canteen, 1 Passenger, 226 Munition Workers. c 1 Y.M.C.A., 1 Canteen. d 1 Red Cross, 1 Canteen. e 1 O., 4 S., 27 Men, New Zealand. f To Western Australia only. g 5 Y.M.C.A., 2 Red Cross, 1 Salvation Army, 1 Comforts Fund, 1 Canteen, E. T. Mason. h 1 Y.M.C.A., 2 Canteen, 704 Navvies, 20 Gangers, 4 ex A.I.F. i 1 Canteen embarked Sydney, 21.12.17. All for United Kingdom except 1 Officer for South Africa.

CONVOY 35—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	46	80	2,015	2,141	..	..	..	..	234	..	16	..	250	2,391
MELBOURNE	102	137	4,088	4,327	5	19	21	45	15	..	12	..	27	4,399
ADELAIDE..	16	15	72	103	..	..	..	..	731	..	17	..	748	851
FREMANTLE	3	5	122	130	..	..	..	..	..	..	..	..	..	130
Grand Total	167	237	6,297	6,701	5	19	21	45	980	..	45	..	1,025	7,771

CONVOY 36.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Canberra</i> ..	16.11.17	16	21	686	723	..	..	..	..	a6	b2	c56	..	64	787
A.38. † <i>Ulysses</i> ..	19.12.17	21	37	948	1,006	..	..	..	..	d2	..	..	..	2	1,008
Total ..	..	37	58	1,634	1,729	..	..	..	..	8	2	56	..	66	1,795

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. * <i>Indarra</i> ..	23.11.17	7	4	136	147	..	..	..	..	..	..	..	..	..	147
	26.11.17	15	27	779	f821	..	..	..	..	e2	..	53	..	55	876
A.72. <i>Bellana</i> ..	19.1.18	12	6	33	51	29	..	..	29	g224	..	7	..	231	311
A.38. † <i>Ulysses</i> ..	22.12.18	21	33	f930	984	..	..	..	..	1	..	6	..	7	991
Total ..	..	55	70	1,878	2,003	29	..	..	29	227	..	66	..	293	2,325

Destinations.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
*Melbourne to Egypt ..	9	..	8	17	..	..	..	..	1	..	..	..	1	18
Melbourne to Colombo ..	..	..	13	13	..	..	..	..	..	..	46	..	46	59
Melbourne to United Kingdom	13	31	894	938	..	..	..	..	1	..	7	..	8	946
Total ..	22	31	915	968	..	..	..	..	2	..	53	..	55	1,023
†Sydney to Egypt ..	12	13	247	272	..	..	..	..	1	..	..	..	1	273
Sydney to United Kingdom	9	2	701	734	..	..	..	..	1	..	..	..	1	735
Melbourne to Egypt ..	1	40	40	41	..	..	..	..	1	..	..	..	1	82
Melbourne to United Kingdom	20	33	890	943	..	..	..	..	..	..	f	..	6	949
Total ..	42	70	1,878	1,990	..	..	..	..	3	..	6	..	9	1,999

a 1 Y.M.C.A., 1 Canteen, 3 Indulgence, 1 E. Afr. Intelligence. b Red Cross. c 48 to Ind'a. d 1 Y.M.C.A., 1 Red Cross (W. I. Kerr). e 1 Y.M.C.A., 1 Canteen. f 1 New Zealand. g 1 Y.M.C.A., 1 Imp. Passenger (E. E. Campbell), Captain GJanville, 221 Bricklayers.

CONVOY 36—continued.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.32. <i>Themistocles</i> (Unattached)	28.1.18	16	5	8	29	..	..	..	..	..	..	7	..	7	36
Total ..	..	16	5	8	29	..	..	..	..	..	..	7	..	7	36

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.63. <i>Karoola</i> .. (Unattached)	23.1.18	9	10	72	91	..	1	2	3	..	..	19	..	19	113
Total ..	..	9	10	72	91	..	1	2	3	..	..	19	..	19	113

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	53	63	1,642	1,758	..	..	..	8	2	63	..	73	1,831	
MELBOURNE	64	80	1,950	2,094	29	1	2	32	237	..	85	..	312	2,438
Grand Total	117	143	3,592	3,852	29	1	2	32	235	2	148	..	385	4,269

CONVOY 37.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.18. <i>Wiltshire</i> ..	2.2.18	12	19	274	305	5	49	188	242	..	..	6	..	6	553
		21	2	61	84	..	..	..	..	b10	..	c12	..	22	106
S.S. <i>Ormonde</i> ..	2.3.18	44	29	455	528	..	..	..	..	d7	..	..	..	7	535
		e18	e22	e414	454	..	..	..	..	..	..	..	..	..	454
		..	2	..	2	..	..	..	..	f10	..	..	..	10	12
Total ..	..	95	74	1,204	1,373	5	49	188	242	27	..	18	..	45	1,660

a U.K. b Egypt—1 Y.M.C.A. (to Colombo), 1 Canteen, 8 Indulgence. c New Zealand. d U.K.—2 Y.M.C.A. Canteen, 4 Indulgence. e Egypt—15 O., 15 S., 243 Men, New Zealand. f Colombo—Motor Launch Drivers.

CONVOY 37—continued.**MELBOURNE.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.71. <i>Nestor</i> ..	26.2.18	6	4	155	165	..	..	..	..	a1	..	..	..	1	166
	28.2.18	77	45	1,257	1,379	..	..	..	..	b2	..	7	..	9	1,388
S.S. <i>Ormonde</i> ..	7.3.18	17	11	c335	363	..	..	..	..	d5	..	..	..	5	368
		1	2	114	e117	..	..	..	..	..	..	..	..	..	117
		..	..	..	..	..	..	..	..	f8	..	18	..	26	26
		..	..	..	..	..	2	44	46	..	..	..	..	..	g46
Total ..	..	101	62	1,861	2,024	..	2	44	46	16	..	25	..	41	2,111

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Ormonde</i> ..	13.3.18	21	7	179	207	..	..	..	..	h2	..	..	..	2	209
		1	3	30	34	..	..	..	..	..	..	3	..	3	i37
		..	..	..	..	..	..	..	..	..	..	4	..	4	ja
Total ..	..	22	10	209	241	..	..	..	..	2	..	7	..	9	260

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	95	74	1,204	1,373	5	49	188	242	27	..	18	..	45	1,660
MELBOURNE	101	62	1,861	2,024	..	2	44	46	16	..	25	..	41	2,111
FREMANTLE	22	10	209	241	..	..	..	..	2	..	7	..	9	250
Grand Total	218	146	3,274	3,638	5	51	232	288	45	..	50	..	95	4,021

CONVOY 38.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.73. <i>Commonwealth</i> ..	2.3.18	5	..	3	8	2	..	12	14	k163	..	..	..	163	185
A.34. <i>Persic</i> ..	21.3.18	27	17	435	479	1	..	..	1	l2	..	..	..	2	482
A.54. <i>Runic</i> ..	22.3.18	18	15	488	521	..	..	..	..	m3	..	..	..	3	524
Total ..	..	50	32	926	1,008	3	..	12	15	168	..	..	..	168	1,191

a 1 Canteen. b 1 Y.M.C.A., 1 Indulgence (ex-Captain Robertson). c 1 Imperial Reservist.
 d 1 Commonwealth (1st class) 4 Imperial (3 1st, 1 3rd class) U.K. e Egypt—Includes 1 New Zealand.
 f Colombo—Red Cross Motor Drivers. g Suez. h U.K.—Red Cross Motor Boat Drivers. i Egypt. j India.
 k U.K.—1 Y.M.C.A., 1 Canteen, 161 Navvies. l 1 Canteen and Lt. A. B. Douglas (Indian). m 1 Y.M.C.A., 1 Red Cross, 1 Canteen.

CONVOY 38—continued.

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.63. <i>Karoola</i> (Melbourne) (unattached)	23.3.18	10	11	73	94	..	..	..	..	..	..	19	..	19	4113
Total ..	..	10	11	73	94	..	..	..	..	..	..	19	..	19	113

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	50	32	926	1,008	3	..	12	15	168	..	..	..	168	1,191
MELBOURNE	10	11	73	94	..	..	..	..	..	19	..	19	..	113
Grand Total	60	43	999	1,102	3	..	12	15	168	..	19	..	187	1,304

CONVOY 39

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Balmoral</i>															
Castle ..	13.4.18	3	..	4	7	..	..	..	..	673	..	..	..	73	80
A.38. <i>Ulysses</i> ..	13.4.18	3	4	6	13	2	9	32	43	442	..	..	..	142	198
A.14. <i>Euripides</i> ..	1.5.18	14	13	480	507	3	..	..	3	23	..	..	..	3	513
S.S. <i>Port Darwin</i>	30.4.18	13	15	465	493	..	..	..	..	2	..	..	..	2	495
		8	11	444	463	..	4	13	17	21	..	..	..	1	481
		..	..	1	1	..	..	..	..	..	..	..	..	..	1
		..	1	..	1	..	1	..	1	..	..	..	..	..	2
		..	..	..	..	2	3	23	28	..	..	..	..	..	28
R.M.S. <i>Osterley</i> ..	9.5.18	41	37	11,152	1,230	2	..	..	2	28	..	7	..	15	1,247
Total ..	..	82	81	2,552	2,715	9	17	68	94	229	..	7	..	236	3,045

^a Ship's Staff. ^b Munition Workers. ^c 138 Navvies, 1 Y.M.C.A., 1 Canteen, 1 War Chest, 1 Indulgence.
^d Originally 44 embarked Melbourne 6.4.18, went into Depot in Sydney till ship sailed (1 man left behind).
^e 1 Y.M.C.A. (1st), 1 Indulgence and 1 Belgian under escort (3rd) all for U.K. ^f For U.K.—1 Y.M.C.A. (1st).
^g 1 Canteen (2nd). ^h For Egypt—Indulgence (3rd). ⁱ For Salonika. ^j For Colombo. ^k For Albany.
^l Includes 9 Italians. ^m Includes 129 Italians. ⁿ 5 Red Cross, 2 Y.M.C.A. (1st) and 1 Canteen (2nd).

CONVOY 39—continued.**ALBANY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>S.S. Port Darwin</i> ..	8.5.18	5	8	220	233	..	..	..	..	..	..	..	..	..	<i>a</i> 233 ²
Total ..	..	5	8	220	233	..	..	..	..	..	..	..	..	..	233

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	82	81	2,552	2,715	9	17	68	94	229	..	7	..	236	3,045
ALBANY ..	5	8	220	233	..	..	..	..	..	..	..	..	..	233
Grand Total	87	89	2,772	2,948	9	17	68	94	229	..	7	..	236	3,278

CONVOY 40.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>S.S. Pakeha</i> ..	29.5.18	2	..	..	2	..	..	..	..	..	..	..	..	..	<i>b</i> 2
		5	..	..	5	..	..	..	..	<i>c</i> 1	..	..	..	1	6
<i>R.M.S. Orontes</i> ..	5.6.18	<i>c</i> 43	40	<i>f</i> 1,029	1,112	..	..	..	..	<i>g</i> 8	<i>h</i> 2	<i>d</i> 10	<i>k</i> 3	23	1,135
<i>A.18. Wiltshire</i> ..	10.6.18	15	20	600	635	1	3	<i>i</i> 17	21	<i>j</i> 6	<i>k</i> 2	1	..	9	665
<i>S.S. Field Marshal</i>	19.6.18	26	42	1,048	1,116	..	..	..	..	<i>l</i> 3	..	7	..	10	1,126
Total ..	..	91	102	2,677	2,870	1	3	17	21	18	4	18	3	43	2,934

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
<i>S.S. Karoola</i> ..	12.6.18	9	9	75	93	..	..	..	..	..	..	19	..	19	112
<i>S.S. Katoomba</i> ..	25.5.18	1	..	..	1	..	..	..	..	..	..	..	..	..	<i>m</i> 1
Total ..	..	10	9	75	94	..	..	..	..	..	..	19	..	19	113

a U.K. *b* Colombo. *c* Egypt—Red Cross. *d* Includes 3 Masseuse. *e* Includes 2 Italian Drafts. *f* Includes 66 Italian Drafts. *g* 1 Y.M.C.A., 1 Canteen, 2 Indulgence, also 4 Deportees. *h* Mrs. Peck, attendant and children. *i* Including 3 deserters from H.M.S. *Venus*. *j* 1 Y.M.C.A., 1 Canteen, Col. Peacock, Comforts Fund, 1 Red Cross. *k* 2 Red Cross. *l* 1 Canteen, 1 Y.M.C.A., 1 Comforts Fund. *m* Ship's Doctor.

CONVOY 40—continued.

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	91	102	2,677	2,870	1	3	17	21	18	4	18	3	43	2,934
MELBOURNE	10	9	75	94	..	..	..	..	..	..	19	..	19	113
Grand Total	101	111	2,752	2,964	1	3	17	21	18	4	37	3	62	3,047

CONVOY 41.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. Port Lyttellon	24.6.18	5	4	97	106	..	..	..	..	a4	..	..	..	4	110
		9	7	273	289	..	..	..	..	..	..	..	..	..	b289
		..	..	..	..	..	..	..	..	c3	..	..	..	3	3
A.15. Port Sydney	17.8.18	8	9	183	200	2	..	1	3	d41	..	..	..	41	244
		6	6	121	133	..	..	..	..	..	..	..	..	..	b133
		..	..	..	..	..	..	..	..	6	..	..	..	6	e6
A.29. Suevic ..	20.7.18	3	f3	..	6	..	..	..	..	g64	..	..	..	64	70
S.S. Gaika ..	30.7.18	13	28	380	421	..	..	..	..	h7	..	7	..	14	435
		..	..	173	173	..	..	..	..	..	..	..	..	..	i173
	
A.30. Borda ..	17.7.18	45	50	1,324	1,419	3	5	60	68	j7	..	8	..	15	1,502
S.S. Dorset ..	21.7.18	..	..	..	..	..	..	..	..	e3	e1	..	..	4	4
		..	..	..	..	2	..	..	2	e4	..	..	..	4	6
	
Total ..	..	89	107	2,551	2,747	7	5	61	73	139	1	15	..	155	2,975

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.74. Marathon	23.7.18	13	k22	453	488	..	..	..	..	l3	..	6	..	9	497
Total ..	..	13	22	453	488	..	..	..	..	3	..	6	..	9	497

a 1 Canteen, 1 R.X., 2 Imperial—Egypt. b N.Z.—Egypt. c 1 Imperial, 2 Indulgence. For Colombo.
d 33 Clerks, A.I.F. Hd.-Qrs., 3 A.I.F. Officers on Leave. Egypt. e Indulgence. For Colombo. f 2 Pigeon Attendants.
g 63 Munitions, 1 Y.M.C.A. For U.K. h 1 Canteen, 2 Indulgence, 1 R.X., 1 Y.M.C.A., 2 Deportees. For U.K. i Italian Draft. For U.K. j 2 Imperial, 2 Civilians, 1 Deportee, 1 Y.M.C.A., 1 R.X. For U.K. k 1 Pigeon Attendant. l 1 Canteen, 1 Y.M.C.A., 1 Indulgence. For U.K.

CONVOY 41—continued.

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Gaika</i> ..	6.8.18	9	20	257	286	..	..	..	..	a3	..	..	..	3	289
		..	..	7	7	..	..	..	..	..	..	..	..	..	b7
Total ..	..	9	20	264	293	..	..	..	..	3	..	..	..	3	296

ALBANY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Port Lyttelton</i>	3.7.18	..	..	c1	1	..	..	..	..	d1	..	..	..	1	2
A.15. <i>Port Sydney</i>	24.8.18	1	1	12	14	..	..	..	..	e7	..	..	..	7	21
A. 29. <i>Suevic</i> ..	11.8.18	..	..	..	..	..	..	..	..	f1	..	..	..	1	1
A.74. <i>Marathon</i> ..	29.7.18	3	6	167	176	..	..	..	..	f3	..	1	..	4	180
		..	..	6	6	..	..	..	..	..	..	..	..	..	g6
Total ..	..	4	7	186	197	..	..	..	..	12	..	1	..	13	210

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Ruahine</i> ..	31.8.18	..	..	3	3	..	..	..	..	..	..	..	..	..	g3
Total ..	..	..	..	3	3	..	..	..	..	..	..	..	..	..	3

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	89	107	2,551	2,747	7	5	61	73	139	1	15	..	155	2,975
MELBOURNE	13	22	453	488	..	..	..	..	3	..	6	..	9	497
ADELAIDE ..	9	20	264	293	..	..	..	..	3	..	..	..	3	296
FREMANTLE	..	..	3	3	..	..	..	..	..	..	..	..	..	3
ALBANY ..	4	7	186	197	..	..	..	..	12	..	1	..	13	210
Grand Total	115	156	3,457	3,728	7	5	61	73	157	1	22	..	180	3,981

a 1 Y.M.C.A., 2 Indulgence. For U.K. b Italian Draft. For U.K. c N.Z. d Indulgence. For
 Egypt. e 4 Clerks, A.I.F. Hd.-Qrs. For Egypt. f Indulgence. For U.K. g N.Z. For U.K.

CONVOY 42.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.41. <i>Bakara</i> ..	4.9.18	16	27	721	764	..	..	..	..	a18	..	..	..	18	782
H.S. <i>Kanowna</i> ..	17.9.18	6	11	43	60	..	..	..	..	..	..	20	..	20	80
S.S. <i>Port Darwin</i>	14.9.18	13	13	363	389	..	11	11	22	b5	..	..	..	5	416
		1	2	30	33	..	..	..	..	..	..	..	..	..	c33
S.S. <i>Essex</i> ..	28.9.18	d7	..	..	7	2	..	..	2	..	1	..	..	1	10
		e1	..	..	1	..	..	..	..	f2	..	..	..	2	3
S.S. <i>Mahana</i> ..	31.8.18	..	..	..	..	..	..	..	..	6	..	..	..	6	g6
Total ..	..	44	53	1,157	1,254	2	11	11	24	31	1	20	..	52	1,330

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.37. <i>Barambah</i> ..	31.8.18	17	31	743	791	8	30	113	151	h2	..	..	..	2	944
H.S. <i>Karoola</i> ..	18.9.18	9	10	74	93	..	..	..	..	..	..	19	..	19	i112
S.S. <i>Zealandic</i> ..	4.10.18	3	3	108	114	..	..	..	..	j1	..	..	..	1	115
	5.10.18	12	24	517	553	1	..	..	1	k6	..	..	..	6	560
S.S. <i>Gracchus</i> ..	24.9.18	1	..	..	1	..	..	..	..	..	..	..	..	..	l1
Total ..	..	42	68	1,442	1,552	9	30	113	152	9	..	19	..	28	1,732

ALBANY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Port Darwin</i>	21.9.18	..	1	11	12	..	..	..	..	m1	..	..	..	1	13
Total ..	..	..	1	11	12	..	..	..	..	1	..	..	..	1	13

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.37. <i>Barambah</i> ..	8.9.18	..	..	1	1	..	..	..	..	..	..	..	..	..	n1
A.41. <i>Bakara</i> ..	14.9.18	..	o1	p1	2	..	..	..	..	q2	..	..	..	2	4
H.S. <i>Karoola</i> ..	24.9.18	..	..	1	1	..	..	..	..	..	..	..	..	..	r1
H.S. <i>Kanowna</i> ..	26.9.18	..	..	1	1	..	..	..	..	..	..	..	..	..	1
Total ..	..	..	1	4	5	..	..	..	..	2	..	..	..	2	7

a 1 Canteen, 12 Imperial, 4 Indulgence, 1 Y.M.C.A. For U.K. b 1 Imperial, 2 N.Z. Chaplains, 1 Y.M.C.A., 1 Canteen. For Egypt. c For Colombo. d 3 Imperial. For Bombay. e 3 Imperial. f Officers a.s. Canberra. For Egypt. g 3 Imperial, 3 Indulgence. For Bombay. A 1 Canteen, 1 Y.M.C.A. For U.K. i For Egypt. j Canteen. For U.K. k 1 Y.M.C.A., 1 R.X., 2 French Warders and 1 Convict, 1 Imperial. For U.K. l Indian Army Reserve. For Calcutta. m Clerk, A.I.F. For Egypt. n For U.K. o Italian. p Deserter. q Indulgence. For U.K. r For Egypt.

CONVOY 42—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	44	53	1,157	1,254	2	11	11	24	31	1	20	..	52	1,330
MELBOURNE	42	68	1,442	1,552	9	30	113	152	9	..	19	..	28	1,732
FREMANTLE	..	1	4	5	..	..	..	..	2	..	..	..	2	7
ALBANY ..	..	1	11	12	..	..	..	..	1	..	..	..	1	13
Grand Total	86	123	2,614	2,823	11	41	124	176	43	1	39	..	83	3,082

CONVOY 43.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. Malta ..	16.10.18	12	13	264	289	..	..	..	..	a4	..	..	..	4	293
		15	28	416	459	..	..	..	..	..	..	..	..	..	b459
		..	8	..	8	..	..	..	..	..	..	..	..	..	c8
		..	..	15	15	1	..	..	1	..	..	40	..	40	d55
S.S. Wyreema ..	14.10.18	22	36	f651	709	..	..	..	..	e3	..	40	..	43	752
A.18. Wiltshire ..	9.11.18	6	..	..	6	..	..	2	2	1	1	20	..	22	g30
		..	..	..	..	..	..	..	..	1	4	50	1	56	d56
Total ..	..	55	85	1,346	1,486	1	..	2	3	9	5	150	1	165	1,654

ADELAIDE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
A.36. Boonah ..	22.10.18	18	38	706	762	1	..	..	1	A3	..	..	..	3	k766
Total ..	..	18	38	706	762	1	..	..	1	3	..	..	..	3	766

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. Malta ..	27.10.18	5	9	264	278	..	..	..	..	..	..	..	..	..	g278
		12	25	410	447	..	..	..	..	..	..	..	..	..	i447
	25.10.18	..	..	..	..	..	..	..	..	j1	..	10	..	11	11
S.S. Wyreema ..	22.10.18	..	..	2	2	..	..	..	..	..	..	..	..	..	k2
A.36. Boonah ..	28.10.18	2	7	149	158	..	..	..	..	..	..	..	..	..	k158
		..	..	7	7	..	..	..	..	..	..	..	..	..	l7
Total ..	..	19	41	832	892	..	..	..	..	1	..	10	..	11	903

a 1 Y.M.C.A., 1 R.X., 1 Canteen, 1 Indulgence. For Egypt. b N.Z. for Egypt. c Imperial Aviation Pilots for Egypt. d For Colombo. e 1 Y.M.C.A., 1 Salvation Army, 1 Canteen. f 8 to Fremantle only. g For Egypt. h 1 Y.M.C.A., 1 Indulgence, 1 Canteen. For U.K. i N.Z. Draft. For Egypt. j Indulgence. For India. k For U.K. l N.Z. For U.K.

CONVOY 43—continued.**Summary.**

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	55	85	1,346	1,486	1	..	2	3	9	5	150	1	165	1,654
ADELAIDE ..	18	38	706	762	1	..	..	1	3	..	..	..	3	766
FREMANTLE	19	41	832	892	..	..	..	..	1	..	10	..	11	903
Grand Total	92	164	2,884	3,140	2	..	2	4	13	5	160	1	179	3,323

CONVOY 44.**SYDNEY.**

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>Carpentaria</i>	7.11.18	14	18	445	477	..	..	..	..	a2	..	..	..	2	479
A.7. <i>Medic</i> ..	2.11.18	25	43	475	543	4	..	..	4	b8	1	7	3	19	566
		3	4	160	167	..	..	..	..	..	..	..	..	..	c167
Total ..	..	42	65	1,080	1,187	4	..	..	4	10	1	7	3	21	1,212

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
S.S. <i>City of Karachi</i>	30.11.18	d16	..	..	16	2	1	..	3	10	..	..	..	10	29
Total ..	..	16	..	..	16	2	1	..	3	10	..	..	..	10	29

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	N.	C.	Ttl.	
SYDNEY ..	42	65	1,080	1,187	4	..	..	4	10	1	7	3	21	1,212
MELBOURNE	16	..	..	16	2	1	..	3	10	..	..	..	10	29
Grand Total	58	65	1,080	1,203	6	1	..	7	20	1	7	3	31	1,241

a 1 Canteen, 1 Y.M.C.A. For U.K. b 1 Y.M.C.A., 1 Canteen, 6 Indulgence. For U.K. c Italian Draft. For U.K. d 1 Imperial.

Appendix II.

DIS-EMBARKATIONS AT AUSTRALIAN PORTS ON VOYAGE OUTWARDS.

ABBREVIATIONS.

MILITARY	..	..	..	{ O.—Officers. S.—Sergeants. M.—Other Ranks.
NAVAL	..	..	..	{ O.—Officers. P.O.—Petty Officers. M.—Other Ranks.
CIVILIAN	..	..	..	{ M.—Men. W.—Women. N.—Nurses. C.—Children.

Appendix II

THE REPARATIONS AT AUSTRALIAN PORTS ON VOYAGE OUTWARD

APPENDIX II

1. The following is a list of the
reparations at Australian ports on
voyage outward.

2. The following is a list of the
reparations at Australian ports on
voyage outward.

3. The following is a list of the
reparations at Australian ports on
voyage outward.

EMBARKED AT BRISBANE.
DIS-EMBARKED AT AUSTRALIAN PORTS.

Ship.	Date of Embarkation.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.49. <i>Seang Choon</i> ..	13.2.15	Thursday Is.	21.2.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.7. <i>Medic</i> ..	2.6.15	Sydney ..	4.6.15	22	32	397	451	..	..	..	..	..	..	..	..	..	451	
A.11. <i>Ascanius</i> ..	24.5.15	" ..	26.5.15	20	32	625	677	..	..	..	..	*1	..	..	..	1	678	3 medically unfit, *1 Y.M.C.A.
A.60. <i>Aeneas</i> ..	29.6.15	" ..	1.7.15	51	91	1,575	1,717	..	..	..	..	*3	..	..	..	3	1,720	*3 canteen
A.36. <i>Boonah</i> ..	26.6.15	Fremantle..	13.7.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.55. <i>Kyarra</i> ..	16.8.15	" ..	29.8.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.69. <i>Warilda</i> ..	5.10.15	" ..	15.10.15	..	..	9	9	..	..	..	..	..	..	..	..	..	9	1 impersonation
A.50. <i>Itonus</i> ..	30.12.15	" ..	11.1.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.55. <i>Kyarra</i> ..	3.1.16	" ..	14.1.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	1 medically unfit, 1 lost at sea
A.62. <i>Wandilla</i> ..	31.1.16	Sydney ..	2.2.16	1	1	1	3	..	..	..	..	*4	..	..	..	4	7	*4 stowaways
A.46. <i>Clan MacGillivray</i>	1.5.16	Fremantle..	13.5.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.50. <i>Itonus</i> ..	8.8.16	" ..	22.8.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.46. <i>Clan MacGillivray</i>	7.9.16	" ..	18.9.16	..	..	5	5	..	..	..	..	..	..	..	..	..	5	"
A.49. <i>Seang Choon</i> ..	19.9.16	Melbourne..	23.9.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	
		Fremantle..	30.9.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.74. <i>Marathon</i> ..	27.10.16	Sydney ..	31.10.16	..	..	10	10	..	..	..	..	..	..	..	..	..	10	8 medically unfit
A.36. <i>Boonah</i> ..	21.10.16	Fremantle..	2.11.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.74. <i>Marathon</i> ..	27.10.16	" ..	8.11.16	..	..	15	15	..	..	..	..	..	..	..	..	..	15	"
A.55. <i>Kyarra</i> ..	7.11.16	" ..	27.11.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"

EMBARKED AT SYDNEY. **DIS-EMBARKED AT AUSTRALIAN PORTS.**

Ship.	Date of Embarka- tion.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.49 <i>Seang Choon</i> ..	11.2.15	Brisbane ..	13.2.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
		Townsville	16.2.15	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
		Thursday Is.	21.2.15	..	..	7	7	..	..	..	..	..	..	..	..	..	7	"
A.8. <i>Argyllshire</i> ..	11.4.15	Fremantle..	17.4.15	..	..	10	10	..	..	..	..	..	..	..	..	..	10	"
A.44. <i>Vestalia</i> ..	22.6.15	Adelaide ..	30.6.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.35. <i>Berrima</i> ..	26.6.15	Melbourne..	28.6.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.37. <i>Barambah</i> ..	6.7.15	" ..	9.7.15	1	..	..	1	..	..	..	..	..	..	..	..	..	1	"
A.61. <i>Kanowna</i> ..	19.6.15	Adelaide ..	24.6.15	..	..	4	4	..	..	..	..	..	..	..	..	..	4	Medically unfit
		Fremantle..	2.7.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.65. <i>Clan MacEwen</i> ..	30.6.15	Melbourne..	3.7.15	..	..	1	1	..	..	..	..	*1	..	..	..	1	2	1 medically unfit, *1 canteen
		Fremantle..	13.7.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.67. <i>Orsova</i> ..	14.7.15	Melbourne..	16.7.15	1	..	..	1	..	..	..	..	..	..	..	..	..	1	
A.70. <i>Ballarat</i> ..	6.9.15	" ..	8.9.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
		Adelaide ..	13.9.15	..	1	1	2	..	..	..	..	..	..	..	..	..	2	"
A.47. <i>Mashobra</i> ..	4.10.15	Albany ..	11.10.15	..	..	6	6	..	..	..	..	..	..	..	..	..	6	
A.32. <i>Themistocles</i> ..	5.10.15	Fremantle..	13.10.15	..	..	4	4	..	..	..	..	..	..	..	..	..	4	Medically unfit
A.69. <i>Warilda</i> ..	8.10.15	" ..	15.10.15	..	..	2	2	..	..	..	..	..	..	..	..	..	2	
A.14. <i>Euripides</i> ..	2.11.15	Melbourne..	4.11.15	..	..	14	14	..	..	..	..	..	..	..	..	..	14	Medically unfit
A.67. <i>Orsova</i> ..	10.11.15	" ..	12.11.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
		Fremantle..	18.11.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.23. <i>Suffolk</i> ..	30.11.15	" ..	9.12.15	..	..	6	6	..	..	..	..	..	..	..	..	..	6	
A.7. <i>Medic</i> ..	9.12.15	Melbourne..	11.12.15	2	5	177	184	..	..	..	..	..	..	..	..	..	184	Transferred to <i>Vestalia</i>
A.37. <i>Barambah</i> ..	8.12.15	Fremantle..	21.12.15	1	..	..	1	..	..	..	..	..	..	..	..	..	1	
R.M.S. <i>Mooltan</i> ..	11.12.15	" ..	20.12.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.35. <i>Berrima</i> ..	17.12.15	" ..	30.12.15	..	..	22	22	..	..	..	..	..	..	..	..	..	22	"
A.54. <i>Runic</i> ..	20.1.16	" ..	29.1.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.36. <i>Boonah</i> ..	22.1.16	" ..	1.2.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	2 medically unfit, 1 deserter

EMBARKED AT SYDNEY.—DIS-EMBARKED AT AUSTRALIAN PORTS—continued.

Ship.	Date of Embarkation.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.28. <i>Miltiades</i> ..	4.2.16	Fremantle..	16.2.16	..	1	..	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.70. <i>Ballarat</i> ..	16.2.16	Melbourne..	18.2.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	1 medically unfit, 1 embarked in error
A.38. <i>Ulysses</i> ..	20.2.16	" ..	22.2.16	55	..	1,113	1,234	..	..	..	..	..	..	..	..	..	1,234	
A.67. <i>Orsova</i> ..	11.3.16	Fremantle..	21.3.16	..	66	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.61. <i>Kanowna</i> ..	29.3.16	" ..	9.4.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.S. <i>Hawkes Bay</i> ..	21.4.16	" ..	29.4.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.39. <i>Port Macquarie</i> ..	26.4.16	" ..	5.5.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.46. <i>Clan MacGillivray</i>	3.5.16	" ..	12.5.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.55. <i>Kyarra</i> ..	3.6.16	" ..	12.6.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.67. <i>Orsova</i> ..	29.7.16	" ..	7.8.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.18. <i>Wiltshire</i> ..	22.8.16	" ..	30.8.16	1	..	37	38	..	..	..	..	..	..	..	..	..	38	"
A.14. <i>Euripides</i> ..	9.9.16	" ..	17.9.16	..	..	7	7	..	..	..	..	..	..	..	..	..	7	"
A.60. <i>Aeneas</i> ..	3.10.16	" ..	9.10.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.8. <i>Argyllshire</i> ..	31.10.16	" ..	9.11.16	1	..	5	6	..	..	..	..	..	..	..	..	..	6	"
A.61. <i>Kanowna</i> ..	8.11.16	" ..	17.11.16	..	..	..	1	..	..	..	..	..	..	..	..	..	1	"
A.72. <i>Beltana</i> ..	25.11.16	" ..	4.12.16	19	1	1,356	1,375	..	..	..	..	..	..	..	..	..	1,375	Fire on board
R.M.S. <i>Mulwa</i> ..	2.12.16	" ..	11.12.16	..	..	..	..	1	2	51	54	..	..	..	..	..	54	
A.67. <i>Orsova</i> ..	2.12.16	" ..	11.12.16	..	..	10	12	1	..	17	18	..	..	..	..	..	30	
R.M.S. <i>Orontes</i> ..	19.12.16	" ..	28.12.16	..	2	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.64. <i>Demosthenes</i> ..	22.12.16	Sydney	23.12.16	..	..	5	5	..	..	..	..	..	..	..	..	..	5	"
	28.12.16	Fremantle..	1.1.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.22. <i>Ayrshire</i> ..	24.1.17	" ..	3.2.17	..	..	5	8	..	..	..	..	..	..	..	..	..	8	
R.M.S. <i>Karmala</i> ..	3.2.17	" ..	12.2.17	..	3	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
R.M.S. <i>Mooltan</i> ..	19.8.16	Melbourne..	22.8.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.15. <i>Port Sydney</i> ..	4.9.16	" ..	7.9.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.14. <i>Euripides</i> ..	9.9.16	" ..	11.9.16	..	..	6	6	..	..	..	..	..	..	..	..	..	6	Medically unfit
A.60. <i>Aeneas</i> ..	30.9.16	" ..	3.10.16	..	..	2	2	..	..	..	..	..	..	1	..	1	3	
A.30. <i>Borda</i> ..	17.10.16	" ..	20.10.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
R.M.S. <i>Orontes</i> ..	19.12.16	" ..	23.12.16	..	..	5	5	..	..	..	..	..	..	..	..	..	5	

EMBARKED AT SYDNEY.—DIS-EMBARKED AT AUSTRALIAN PORTS—continued.

Ship.	Date of Embarka- tion.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.67. <i>Orsova</i> ..	3.12.16	Melbourne..	6.12.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Deserter
A.7. <i>Medic</i> ..	9.12.16	" ..	11.12.16	2	5	176	183	..	..	..	..	..	..	..	..	..	183	Transferred to <i>Vestalia</i>
R.M.S. <i>Morea</i> ..	17.2.17	" ..	20.2.17	..	..	2	2	..	..	..	..	..	..	..	..	..	2	
A.71. <i>Nestor</i> ..	20.3.17	" ..	3.4.17	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1 canteen
A.68. <i>Anchises</i> ..	24.8.16	Adelaide ..	28.8.16	1	..	4	5	..	..	..	..	..	..	..	..	..	5	
A.58. <i>Kabinga</i> ..	12.9.16	" ..	20.9.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	
A.19. <i>Afric</i> ..	3.11.16	" ..	7.11.16	..	..	12	12	..	..	..	..	..	..	..	..	..	12	Medically unfit
R.M.S. <i>Malwa</i> ..	..	" ..	30.8.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.23. <i>Suffolk</i> ..	6.4.17	Fremantle..	19.5.17	..	..	2	2	..	..	..	..	*7	..	..	..	7	9	*War workers; 8 medically unfit
A.15. <i>Port Sydney</i> ..	9.5.17	" ..	22.5.17	..	1	14	15	..	..	..	..	..	..	..	..	..	15	
A.74. <i>Marathon</i> ..	9.5.17	" ..	21.5.17	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.38. <i>Ulysses</i> ..	9.5.17	" ..	21.5.17	..	..	..	..	..	..	..	..	*1	..	..	..	1	1	Medically unfit, *munition worker
A.17 <i>Port Lincoln</i> ..	12.6.17	Melbourne..	14.6.17	*15	†37	†614	666	..	..	..	..	..	..	..	..	..	666	Including *3 O., †9 S., †166 M., New Zealand
A.72. <i>Bellana</i> ..	16.6.17	Fremantle..	25.6.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.16. <i>Port Melbourne</i> ..	16.7.17	Albany ..	24.7.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.55. <i>Kyarra</i> ..	5.9.17	Melbourne..	7.9.17	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.71. <i>Nestor</i> ..	16.10.17	" ..	18.10.17	..	..	..	..	..	..	..	..	*1	..	..	..	1	1	* Canteen
A.15. <i>Port Sydney</i> ..	5.11.17	" ..	8.11.17	..	..	8	8	..	..	..	..	..	..	..	..	..	8	6 medically unfit, 2 missed ship
A.38 <i>Ulysses</i> ..	19.12.17	" ..	22.12.17	1	..	1	2	..	..	..	..	..	..	..	..	..	2	
<i>Note.—</i>																		
A.17. <i>Port Lincoln</i> ..	22.6.17	Re-embarked ..	..	14	23	429	466	..	..	..	..	..	..	..	..	..	466	
		Nett disembarked ..	..	1	14	185	200	..	..	..	..	..	..	..	..	..	200	

EMBARKED AT SYDNEY.—DIS-EMBARKED AT AUSTRALIAN PORTS—continued.

Ship.	Date of Embarkation.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.38. <i>Ulysses</i> ..	19.12.17	Melbourne..	21.1.18	..	..	12	12	..	..	..	..	..	..	..	..	..	12	Missed ship radio from O.C., 29.12.17
S.S. <i>Ormonde</i> ..	2.3.18	" ..	4.3.18	..	..	..	..	..	..	12	12	..	..	..	..	..	12	
		" ..	6.3.18	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Includes 1 New Zealander
	2.3.18	Fremantle..	13.3.18	..	..	3	3	..	..	..	..	..	..	..	..	..	3	
A.73. <i>Commonwealth</i> ..	2.3.18	" ..	10.3.18	..	..	..	..	..	..	..	..	3	..	..	..	..	3	
		" ..	13.3.18	..	..	..	..	..	..	..	..	1	..	..	..	..	1	Navvy
		" ..	13.3.18	..	..	..	..	..	..	..	..	3	..	..	..	..	3	Navvies
S.S. <i>Port Darwin</i> ..	30.4.18	" ..	8.5.18	..	..	10	10	2	3	23	28	..	..	..	..	..	38	
S.S. <i>Field Marshal</i> ..	19.6.18	Albany ..	27.6.18	..	..	13	13	..	..	..	..	..	..	..	..	..	13	Medically unfit
		" ..	28.6.18	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.30. <i>Borda</i> ..	17.7.18	" ..	24.7.18	..	..	12	12	..	..	..	..	..	..	..	..	..	12	"
A.30. <i>Borda</i> ..	17.7.18	Fremantle..	28.7.18	4	9	328	341	..	..	..	..	..	..	..	..	..	341	
		" ..	29.7.18	19	41	908	968	..	..	..	..	..	..	..	..	..	968	
		" ..	31.7.18	35	12	126	173	..	..	..	..	*1	..	..	..	..	174	* Deportee
S.S. <i>Gaika</i> ..	30.7.18	Adelaide ..	4.8.18	..	1	2	3	..	..	..	..	..	..	..	..	..	3	
A.15. <i>Port Sydney</i> ..	17.8.18	Albany ..	20.8.18	..	..	..	..	..	..	..	..	1	..	..	..	1	1	Clerk, A.I.F. H.Q.
A.41. <i>Bakara</i> ..	4.9.18	Fremantle..	14.9.18	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
S.S. <i>Port Darwin</i> ..	15.9.18	Albany ..	21.9.18	..	..	4	4	..	..	..	..	..	..	..	..	..	4	"
S.S. <i>Wyreema</i> ..	15.10.18	Fremantle..	22.10.18	..	..	8	8	..	..	..	..	..	..	..	..	..	8	
		" ..	23.10.18	..	..	2	2	..	..	..	..	..	..	1	..	1	3	
S.S. <i>Malta</i> ..	16.10.18	" ..	26.10.18	17	34	682	713	..	..	..	..	..	..	..	..	..	713	Includes New Zealand, 12 O., 25 S., 397 others

EMBARKED AT MELBOURNE. **DIS-EMBARKED AT AUSTRALIAN PORTS.**

Ship.	Date of Embarka- tion.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	W.	C.	T.		
A.38. <i>Ulysses</i> ..	20.12.14	Albany ..	28.12.14	..	..	22	22	..	..	..	..	..	..	..	..	..	22	Medically unfit
A.20. <i>Hororata</i> ..	17.4.15	Fremantle..	25.4.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	
A.14. <i>Euripides</i> ..	8.5.15	Albany ..	13.5.15	..	..	..	..	..	..	..	..	2	..	..	..	2	2	
A.66. <i>Uganda</i> ..	22.6.15	" ..	30.6.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.64. <i>Demosthenes</i> ..	16.7.15	Fremantle..	23.7.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.55. <i>Kyarra</i> ..	21.8.15	" ..	29.8.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.68. <i>Anchises</i> ..	26.8.15	" ..	2.9.15	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.16. <i>Port Melbourne</i> ..	10.9.15	" ..	18.9.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.70. <i>Ballarat</i> ..	9.9.15	Adelaide ..	13.9.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.38. <i>Ulysses</i> ..	27.10.15	Fremantle..	2.11.15	..	1	5	6	..	..	..	..	..	..	..	..	..	6	5 medically unfit
R.M.S. <i>Moldavia</i> ..	5.10.15	" ..	12.10.15	..	..	4	4	..	..	..	..	..	..	..	..	..	4	2 medically unfit; 2 deserters
A.39. <i>Port Macquarie</i> ..	16.11.15	Albany ..	21.11.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	
		Fremantle..	23.11.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.58. <i>Kabinga</i> ..	19.11.15	Albany ..	24.11.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.62. <i>Wandilla</i> ..	9.11.15	Fremantle..	16.11.15	..	..	4	4	..	..	..	..	..	..	..	..	..	4	
A.31. <i>Ajana</i> ..	13.12.15	" ..	20.12.15	4	10	112	126	..	..	..	..	..	..	..	..	..	126	West Australian Guard
A.37. <i>Barambah</i> ..	10.12.15	" ..	21.12.15	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.67. <i>Orsova</i> ..	12.11.15	" ..	18.11.15	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.73. <i>Commonwealth</i> ..	26.11.15	" ..	3.12.15	..	..	10	10	..	..	..	..	..	..	..	..	..	10	"
A.12. <i>Saldanha</i> ..	5.2.16	" ..	12.2.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.69. <i>Warilda</i> ..	8.2.16	Adelaide ..	10.2.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
		Fremantle..	15.2.16	1	1	17	19	..	..	..	..	..	..	..	..	..	19	
A.18. <i>Wiltshire</i> ..	7.3.16	Adelaide ..	9.3.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
		Fremantle..	16.3.16	1	..	5	6	..	..	..	..	..	..	..	..	..	6	"
A.38. <i>Ulysses</i> ..	1.3.16	" ..	7.3.16	6	..	..	6	..	..	16	16	..	..	..	..	..	22	
		" ..	9.3.16	56	64	1,065	1,185	..	..	..	..	..	4	..	4	1,189	Ship ashore, all but Guard, 1 O., 6 S., 108 M. taken off	

EMBARKED AT MELBOURNE.—DIS-EMBARKED AT AUSTRALIAN PORTS—continued.

Ship.	Date of Embarkation.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	G.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.63. <i>Karoola</i> ..	7.3.16	Fremantle..	13.3.16	1	..	..	1	..	..	..	..	..	..	..	..	..	1	
A.67. <i>Orsova</i> ..	16.3.16	" ..	21.3.16	..	1	..	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.9. <i>Shropshire</i> ..	21.3.16	" ..	30.3.16	2	1	2	5	..	..	..	..	..	..	..	..	..	5	
A.43. <i>Barunga</i> ..	6.4.16	" ..	15.4.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.23. <i>Suffolk</i> ..	1.4.16	" ..	9.4.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.61. <i>Kanowna</i> ..	1.4.16	" ..	8.4.16	1	..	1	2	..	..	..	..	..	..	..	..	..	2	
A.62. <i>Wandilla</i> ..	6.6.16	" ..	12.6.16	..	..	23	23	..	..	..	..	..	..	..	..	..	23	5 medically unfit; 18 deserters
A.16. <i>Aneas</i> ..	7.4.16	" ..	17.4.16	..	..	6	6	..	..	..	..	..	..	..	..	..	6	Medically unfit
A.6. <i>Clan MacCorguodale</i>	5.5.16	" ..	13.5.16	..	..	4	4	..	..	..	..	..	..	..	..	..	4	"
R.M.S. <i>Mongolia</i> ..	11.7.16	" ..	17.7.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.28. <i>Miltiades</i> ..	1.8.16	" ..	8.8.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
R.M.S. <i>Orontes</i> ..	16.8.16	" ..	23.8.16	..	..	7	7	..	..	..	..	..	..	..	..	..	7	"
A.63. <i>Karoola</i> ..	19.8.16	" ..	25.8.16	..	..	1	1	..	..	..	..	..	..	1	..	1	2	1 medically unfit
R.M.S. <i>Mooltan</i> ..	23.8.16	" ..	28.8.16	..	..	1	1	..	..	..	..	..	..	1	..	1	2	Medically unfit
A.14. <i>Euripides</i> ..	11.9.16	" ..	17.9.16	..	..	6	6	..	..	..	..	..	..	..	..	..	6	"
A.1. <i>Hymettus</i> ..	11.9.16	" ..	19.9.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.10. <i>Karoo</i> ..	18.9.16	" ..	25.9.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.23. <i>Suffolk</i> ..	30.9.16	" ..	8.10.16	2	..	..	2	..	..	..	..	..	..	..	..	..	2	
A.65. <i>Clan MacEwen</i> ..	9.10.16	" ..	16.10.16	1	..	..	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.17. <i>Port Lincoln</i> ..	20.10.16	" ..	27.10.16	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.67. <i>Orsova</i> ..	6.12.16	" ..	11.12.16	..	..	2	2	1	..	..	1	*1	..	..	..	1	4	* 1 munition worker sick
A.34. <i>Persic</i> ..	22.12.16	" ..	28.12.16	..	1	1	2	..	..	..	..	*2	..	..	..	2	4	* 2 indulgence; 2 medically unfit
R.M.S. <i>Orontes</i> ..	23.12.16	" ..	28.12.16	..	..	..	..	..	..	..	..	..	..	1	..	1	1	
R.M.S. <i>Omrah</i> ..	17.1.17	" ..	23.1.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.70. <i>Ballarat</i> ..	21.2.17	" ..	27.2.17	..	1	2	3	..	..	..	..	..	..	..	..	..	3	
A.44. <i>Vestalia</i> ..	14.12.16	Melbourne..	14.12.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.16. <i>Port Melbourne</i> ..	20.10.16	Adelaide ..	23.10.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
A.42. <i>Boorara</i> ..	10.5.17	Fremantle..	22.5.17	..	..	5	5	..	..	..	..	..	..	..	..	..	5	"

EMBARKED AT MELBOURNE.—DIS-EMBARKED AT AUSTRALIAN PORTS—continued.

Ship.	Date of Embarka- tion.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.46. <i>Clan MacGillivray</i>	10.5.17	Fremantle..	21.5.17	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.11. <i>Ascanius</i>	11.5.17	" ..	22.5.17	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
A.24. <i>Benalla</i> ..	12.5.17	" ..	21.5.17	1	1	9	11	..	..	..	..	..	..	..	..	..	11	"
R.M.S. <i>Khiva</i>	29.5.17	Adelaide ..	31.5.17	..	..	..	..	..	..	..	..	..	..	1	..	1	1	Medically unfit
A.9. <i>Shropshire</i>	11.5.17	Fremantle..	21.5.17	..	..	3	3	..	..	..	..	..	..	..	..	..	3	"
		" ..	21.5.17	1	..	2	3	..	..	..	..	..	..	..	..	..	3	Second in Command to <i>Marathon</i> ; two missed ship
A.17. <i>Port Lincoln</i>	22.6.17	" ..	29.6.17	..	..	..	..	..	6	12	18	..	..	..	..	..	18	
H.S. <i>Karoola</i>	12.6.18	" ..	19.6.18	3	..	4	7	..	..	..	..	..	..	..	..	..	7	Invalids, A.I.F.
A.74. <i>Marathon</i>	23.7.18	Albany ..	29.7.18	..	..	3	3	..	..	..	..	..	..	..	..	..	3	Medically unfit
A.37. <i>Barambah</i>	31.8.18	Fremantle..	8.9.18	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"
		" ..	9.9.18	..	..	1	1	..	..	2	2	..	..	..	..	..	3	"
A. . <i>Zealandic</i>	5.10.18	Albany ..	11.10.18	..	..	5	5	..	..	..	..	..	..	..	..	..	5	"

EMBARKED AT ADELAIDE.
DIS-EMBARKED AT AUSTRALIAN PORTS.

Shp.	Date of Embarka- tion.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
A.20. <i>Hororata</i> ..	20.4.15	Fremantle..	25.4.15	..	..	7	7	..	..	..	..	..	..	..	..	..	7	
A.24. <i>Benalla</i> ..	27.10.15	" ..	1.11.15	..	..	7	7	..	..	..	..	..	..	..	..	..	7	Medically unfit
A.7. <i>Medic</i> ..	12.1.16	" ..	17.1.16	1	2	7	10	..	..	..	..	..	..	..	..	..	10	
A.30. <i>Borda</i> ..	11.1.16	" ..	17.1.16	1	..	3	4	..	..	..	..	..	..	..	..	..	4	2 medically unfit
A.28. <i>Miliades</i> ..	7.2.16	" ..	16.2.16	..	..	..	..	..	..	..	..	1	..	..	..	1	1	Stowaway
A.69. <i>Warilda</i> ..	10.2.16	" ..	16.2.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
R.M.S. <i>Mongolia</i> ..	9.3.16	" ..	13.3.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	
A.9. <i>Shropshire</i> ..	25.3.16	" ..	30.3.16	1	..	1	2	..	..	..	..	..	..	..	..	..	2	
A.45. <i>Bulla</i> ..	24.6.16	Adelaide ..	24.6.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.57. <i>Malakuta</i> ..	27.6.16	Fremantle..	4.7.16	..	..	7	7	..	..	..	..	..	..	..	..	..	7	"
A.13. <i>Katuna</i> ..	23.6.16	" ..	2.7.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	"
A.48. <i>Seang Bee</i> ..	13.7.16	" ..	19.7.16	2	..	..	2	..	..	..	..	..	..	..	..	..	2	
A.73. <i>Commonwealth</i> ..	21.9.16	" ..	26.9.16	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.16. <i>Port Melbourne</i> ..	23.10.16	" ..	30.10.16	..	..	12	12	..	..	..	..	..	..	..	..	..	12	10 medically unfit; 2 to gaol
A.35. <i>Berrima</i> ..	16.12.16	" ..	22.12.16	..	..	2	2	..	..	..	..	..	..	..	..	..	2	Medically unfit
A.45. <i>Bulla</i> ..	16.1.17	" ..	22.1.17	1	..	..	1	..	..	..	..	..	..	..	..	..	1	
A.18. <i>Miliades</i> ..	24.1.17	" ..	29.1.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1	Medically unfit
A.6. <i>Clan MacCorquodale</i>	5.2.17	" ..	13.2.17	..	..	1	1	..	..	..	..	..	..	..	..	..	1	"

EMBARKED AT HOBART AND FREMANTLE.

DIS-EMBARKED AT AUSTRALIAN PORTS.

Ship.	Date of Embarka- tion.	Dis-embarkation.		MILITARY.				NAVAL.				CIVILIAN.					Total.	Remarks.
		Port.	Date.	O.	S.	M.	T.	O.	P.O.	M.	T.	M.	W.	N.	C.	T.		
HOBART.																		
A.3. <i>Argyllshire</i>	..	28.4.16	Melbourne..	30.4.16	..	..	..	..	2	..	..	2	..	..	..	..	2	
A.49. <i>Seang Choon</i>	Fremantle..	19.5.16	..	..	26	26	..	..	..	..	..	..	..	..	26	
FREMANTLE.																		
A.38. <i>Ulysses</i>	..	8.3.16	Fremantle..	9.3.16	15	24	745	784	..	..	..	..	..	..	..	..	784	Ship ashore

Appendix III.

SUMMARY OF CARGO CARRIED BY VESSELS UNDER CONTROL OF THE TRANSPORT BRANCH OF THE DEPARTMENT OF THE NAVY.

Month.	Number of Vessels Sailing.		Cargo in Freight Tons.							Freight.
	With Troops.	With Cargo only.	Wheat.	Wool.	Meat.	Other Food Stuffs.	Metals, Concentrates and Ores.	Tallow, Skins, and Sundries.	Total.	
1914.										£
October ..	28	..	1,335	4,388	18,511	241	6,237	8,383	39,095	138,642
December	17	3	..	33,589	18,838	859	14,624	23,167	91,077	272,701
Total ..	45	3	1,335	37,977	37,349	1,100	20,861	31,550	130,172	411,343
1915.										
January ..	..	3	..	13,823	..	..	2,141	5,352	21,316	56,608
February	20	1	..	3,166	7,012	90	4,062	2,283	16,613	72,299
March ..	1	4	11	11,661	2,515	5	12,312	2,773	29,277	77,050
April ..	7	..	..	3,255	11,929	575	999	2,340	19,098	96,993
May ..	10	..	..	6,338	10,138	*3,749	7,568	6,044	33,837	155,411
June ..	16	..	..	19,708	17,467	1	18,544	8,905	64,625	267,557
July ..	7	2	..	12,539	8,595	..	11,371	7,906	40,411	162,321
August ..	6	1	..	2,214	7,203	..	9,339	2,713	21,469	93,699
September	11	1	327	8,667	12,025	44	19,913	3,558	44,534	153,729
October ..	11	5	446	16,426	2,196	44	24,898	†13,848	57,858	152,344
November	21	3	6,716	17,984	3,147	175	35,793	†10,344	74,159	195,716
December	12	..	15,379	9,140	2,537	..	8,859	988	36,903	140,023
Total ..	122	20	22,879	124,921	84,764	4,683	155,799	67,054	460,100	1,623,750
1916.										
January ..	11	1	42,971	7,916	849	270	9,036	4,658	65,700	259,135
February	5	3	30,991	910	715	1	1,049	1,509	35,175	157,596
March ..	15	..	19,384	547	923	\$19,128	6,516	4,133	50,631	196,080
April ..	17	1	40,687	865	1,825	‡20,067	3,719	4,218	73,381	324,194
May ..	19	2	59,530	2,111	4,950	¶8,055	7,447	3,214	85,307	377,299
June ..	13	3	52,549	1,314	6,813	..	10,114	3,115	73,905	344,532
July ..	10	1	17,799	2,141	5,699	..	5,338	4,588	35,565	179,320
August ..	12	2	33,227	2,262	7,917	..	9,086	2,417	53,909	254,630
September	16	..	35,836	433	12,944	..	18,072	1,999	69,284	295,473
October ..	14	..	28,427	24,579	6,823	1,160	19,075	3,114	83,178	489,623
November	12	1	17,616	22,373	7,972	834	8,514	3,527	60,836	433,524
December	9	5	13,333	34,822	9,451	3,719	14,879	8,635	84,839	601,758
Total ..	153	19	392,350	100,273	66,881	55,234	111,845	45,127	771,710	3,913,154

* Includes 3,650 tons fruit. —† Includes 9,819 tons coal. —‡ Includes 6,205 tons coal. —§ Including 18,928 tons fruit. —|| Including 22,028 tons fruit. —¶ Fruit.

Summary of Cargo carried by Vessels under control of the Transport Branch—continued.

Month.	Number of Vessels Sailing.		Cargo in Freight Tons.							Freight.
	With Troops.	With Cargo only.	Wheat.	Wool.	Meat.	Other Food Stuffs.	Metals, Concentrates, and Ores.	Tallow, Skins, and Sundries.	Total.	
1917.										£
January ..	6	1	11,769	2,817	4,897	3,337	7,607	8,001	38,428	221,555
February ..	6	1	17,075	18,274	2,605	*3,080	5,879	3,386	50,299	296,027
March ..	5	3	14,334	29,977	1,856	142	9,054	6,450	61,813	338,697
April ..	4	1	7,546	9,384	4,064	†3,209	5,890	4,601	34,694	165,043
May ..	10	1	13,012	13,540	10,993	‡5,923	10,419	6,275	60,162	283,352
June ..	6	..	489	19,708	10,442	1	10,966	5,253	46,859	275,492
July ..	3	..	3,140	9,287	5,274	..	4,008	2,584	24,293	133,635
August ..	6	..	86	20,889	12,524	..	4,730	6,051	44,280	279,869
September ..	5	..	517	20,604	7,948	..	4,771	8,491	42,331	260,371
October ..	..	4	5,209	19,183	996	275	5,937	9,105	40,705	255,326
November ..	..	1	4,978	2,211	..	..	893	1,278	9,360	117,029
December ..	..	2	..	8,084	..	..	712	874	9,670	75,763
Total ..	51	14	78,155	173,958	61,599	15,967	70,866	62,349	462,894	2,702,159
1918.										
January ..	..	2	3,270	13,210	..	..	2,327	500	19,307	149,048
February ..	..	1	..	4,884	615	719	1,418	3,178	10,814	90,792
March ..	..	1	1,992	3,515	66	1,340	393	645	7,951	61,137
Total ..	..	4	5,262	21,609	681	2,059	4,138	4,323	38,072	300,977

* Including 2,305 tons fruit.—† Fruit.—‡ Including 3,858 tons fruit.

Appendix IV.

DATES OF TRANSFER OF TRANSPORTS AND CARGO VESSELS FROM CONTROL OF THE TRANSPORT BRANCH OF THE NAVY DEPARTMENT.

No.	Ship.	To Whom Re-delivered.	Date.
TRANSPORTS.			
A.1	<i>Hymettus</i>	Admiralty	15.5.17
A.2	<i>Geelong</i>	Sunk in collision	1.1.16
A.3	<i>Orvieto</i>	Admiralty	29.12.14
A.4	<i>Pera</i>	Admiralty	6.1.17
A.5	<i>Omrah</i>	Owners	10.2.15
A.6	<i>Clan MacCorquodale</i> ..	Admiralty	14.4.17
A.7	<i>Medic</i>	Admiralty	26.10.17
A.8	<i>Argyllshire</i>	Admiralty	24.1.18
A.9	<i>Shropshire</i>	Admiralty	5.8.17
A.10	<i>Karoo</i>	Admiralty	3.1.17
A.11	<i>Ascanius</i>	Admiralty	30.7.17
A.12	<i>Saldanha</i>	Admiralty	14.6.17
A.13	<i>Katuna</i>	Owners	10.2.17
A.14	<i>Euripides</i>	Admiralty	2.6.17
A.15	<i>Port Sydney</i>	Admiralty	22.9.17
A.16	<i>Port Melbourne</i>	Admiralty	2.10.17
A.17	<i>Port Lincoln</i>	Admiralty	26.9.17
A.18	<i>Wiltshire</i>	Admiralty	27.12.17
A.19	<i>Afric</i>	Sunk by submarine	12.2.17
A.20	<i>Hororata</i>	Admiralty	11.9.17
A.21	<i>Marere</i>	Sunk by submarine	18.1.16
A.22	<i>Rangatira</i>	Owners	6.2.15
A.23	<i>Suffolk</i>	Admiralty	30.8.17
A.24	<i>Benalla</i>	Admiralty	6.8.17
A.25	<i>Anglo Egyptian</i>	Admiralty	16.4.17
A.26	<i>Armada</i>	Admiralty	7.6.17
A.27	<i>Southern</i>	Owners	3.2.15
A.28	<i>Miltiades</i>	Admiralty	15.9.17
A.29	<i>Suevic</i>	Admiralty	9.9.17
A.30	<i>Borda</i>	Admiralty	10.9.17
A.31	<i>Ajana</i>	Admiralty	12.5.17
A.32	<i>Themistocles</i>	Admiralty	20.10.17
A.33	<i>Ayrshire</i>	Admiralty	9.1.18
A.34	<i>Persic</i>	Admiralty	8.11.17
A.35	<i>Berrima</i>	Admiralty	10.10.17
A.36	<i>Boonah</i>	Commonwealth Government Line ..	28.3.18
A.37	<i>Barambah</i>	Commonwealth Government Line ..	23.5.18
A.38	<i>Ulysses</i>	Admiralty	15.8.17
A.39	<i>Port Macquarie</i>	Admiralty	13.1.17
A.40	<i>Ceramic</i>	Admiralty	9.7.17
A.41	<i>Bakara</i>	Commonwealth Government Line ..	1.5.18

Dates of Transfer of Transports and Cargo Vessels from Control of the Transport Branch—continued.

No.	Ship.	To Whom Re-delivered.	Date.
Transports—continued.			
A.42	<i>Boorara</i>	Commonwealth Government Line ..	24.6.19
A.43	<i>Barunga</i>	Commonwealth Government Line ..	11.3.18
A.44	<i>Vestalia</i>	Admiralty	10.3.17
A.45	<i>Bulla</i>	Commonwealth Government Line ..	15.4.18
A.46	<i>Clan MacGillivray</i> ..	Admiralty	16.8.17
A.47	<i>Mashobra</i>	Admiralty	21.12.16
A.48	<i>Seang Bee</i>	Admiralty	12.5.17
A.49	<i>Seang Choon</i>	Sunk by submarine	10.7.17
A.50	<i>Itonus</i>	Sunk by submarine	20.12.16
A.51	<i>Chilka</i>	Government of India	4.8.15
A.52	<i>Surada</i>	Admiralty	4.1.17
A.53	<i>Itria</i>	Admiralty	17.6.17
A.54	<i>Runic</i>	Admiralty	27.11.17
A.55	<i>Kyarra</i>	Admiralty (subsequently sunk by submarine, 26.5.18)	4.1.18
A.56	<i>Palermo</i>	Owners	10.1.17
A.57	<i>Malakuta</i>	Owners	24.1.17
A.58	<i>Kabinga</i>	Admiralty	19.6.17
A.59	<i>Botanist</i>	Admiralty	6.12.16
A.60	<i>Aeneas</i>	Admiralty	22.6.17
A.61	<i>Kanowna</i>	Owners	18.3.19
A.62	<i>Wandilla</i>	Owners	16.8.19
A.63	<i>Karoola</i>	Owners .. ..	..
A.64	<i>Demosthenes</i>	Admiralty	16.3.17
A.65	<i>Clan MacEwen</i>	Owners	24.4.17
A.66	<i>Uganda</i>	Admiralty	4.12.16
A.67	<i>Orsova</i>	Admiralty	28.2.17
A.68	<i>Anchises</i>	Admiralty	12.10.17
A.69	<i>Warilda</i>	Sunk by submarine	3.8.18
A.70	<i>Ballarat</i>	Sunk by submarine	26.4.17
A.71	<i>Nestor</i>	Admiralty	26.6.17
A.72	<i>Beltana</i>	Admiralty	14.9.17
A.73	<i>Commonwealth</i>	Admiralty	23.6.17
A.74	<i>Marathon</i>	Admiralty	28.7.17
CARGO VESSELS.			
C.1	<i>Carawa</i>	Commonwealth Government Line ..	4.3.18
C.2	<i>Toromeo</i>	Commonwealth Government Line ..	15.4.18
C.3	<i>Cocee</i>	Commonwealth Government Line ..	12.4.18
C.4	<i>Dongarra</i>	Commonwealth Government Line ..	20.4.18
C.5	<i>Araluen</i>	Commonwealth Government Line ..	21.3.18
C.6	<i>Parattah</i>	Commonwealth Government Line ..	16.3.18
C.7	<i>Booral</i>	Commonwealth Government Line ..	15.4.18
C.8	<i>Conargo</i>	Commonwealth Government Line ..	12.3.18
C.9	<i>Calulu</i>	Commonwealth Government Line ..	14.3.18
C.10	<i>Carina</i>	Commonwealth Government Line ..	20.4.18
C.11	<i>Gilgai</i>	Commonwealth Government Line ..	1.5.18
C.12	<i>Talawa</i>	Commonwealth Government Line ..	4.7.18

Appendix V.

SAILINGS OF TRANSPORTS.

The figures represent the Convoy or Group to which the Ship was attached.

No.	Name.	Gross Tonnage.	1914.			1915.										1916.										1917.										1918.	
			October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.					
A.1	Hymettus	4,606	1	..	..	3	..	..	..	..	..	11	..	..	17	..	..	20	..	..	..	..	25	..	..	..	..	28	..	..	..	..	
A.2	Geelong	7,951	1	..	..	..	..	7	..	..	..	14	..	..	..	..	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
A.3	Orvielo	12,130	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
A.4	Pera	7,635	1	..	..	3	..	..	..	..	..	12	..	..	..	..	18	..	..	..	..	24	..	..	..	..	..	..	..	..	..	..
A.5	Omrah	8,130	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
A.6	Clan MacCorquodale	5,121	1	..	..	3	..	..	..	..	..	13	..	..	15	..	20	..	21	..	..	25	..	..	..	27	28	..	..	..	..	..
A.7	Medic	12,032	1	..	..	..	..	6	..	..	..	..	..	..	15	..	..	21	..	..	..	..	..	..	..	27	..	..	..	33	..	..			
A.8	Argyllshire	10,392	1	..	..	..	..	4	..	..	11	..	..	..	..	21	..	..	..	..	..	26	..	..	..	..	..	..	..	..	..	..
A.9	Shropshire	11,911	1	..	..	..	4	..	..	9	..	..	..	..	..	19	..	..	..	..	24	..	..	..	..	..	31	..	..	..	..	..
A.10	Karoo	6,127	1	..	..	3	..	..	..	..	..	..	..	..	..	20	..	21	..	..	..	24	..	..	26	..	..	31	..	..	..	..	
A.11	Ascanius	10,048	1	..	..	..	..	7	..	..	..	14	..	..	..	..	..	21	..	..	..	..	26	..	..	..	..	..	..	..	..	..
A.12	Saldanha	4,594	1	..	..	3	..	..	..	..	..	..	..	..	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
A.13	Katuna	4,641	1	..	..	3	..	..	..	..	..	14	..	..	18	..	..	22	..	..	..	..	26	..	..	..	..	..	..	..	..	..
A.14	Euripides	15,050	1	6	13	20	24	30	35				
A.15	Port Sydney	9,136	1	4	11	18	24	31	34				
A.16	Port Melbourne ..	9,152	1	..	..	3	..	..	..	..	11	..	..	..	19	..	..	..	..	..	..	25	..	..	..	..	..	..	..	..	..	..
A.17	Port Lincoln	7,243	1	..	..	..	..	4	..	..	..	11	..	..	..	22	..	..	..	..	..	25	..	..	..	..	..	..	..	..	..	..
A.18	Wiltshire	10,390	1	4	13	18	23	..	25	29	33				
A.19	Afrie	11,999	1	..	..	..	..	6	..	..	..	..	..	16	..	..	21	..	..	..	..	26	..	..	..	..	..	..	..	..	..	..

SAILINGS OF TRANSPORTS—continued.

No.	Name.	Gross Tonnage.	1914.		1915.												1916.												1917.												1918.										
			October.	November. December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.								
A.44	Vestalia	5,528	..	2	6	16	22	27		
A.45	Bulla	5,099	3	14	..	16	22	28		
A.46	Clan MacGillivray ..	5,023	3	22	24		
A.47	Mashobra	8,174	3	13	19	24		
A.48	Seang Bee	5,849	3	13	22	24	29		
A.49	Seang Choon	5,807	3	22	24		
A.50	Itonus	5,340	3	15	23		
A.51	Chilka	3,952	3	9		
A.52	Surada	5,324	3	20	24		
A.53	Itria	5,318	3	19	23	28		
A.54	Runic	12,492	3	10	16	21	28	
A.55	Kyarra	6,953	..	2	5	..	10	16	22	27	
A.56	Palermo	7,597	5	13	20	26		
A.57	Malakuta	7,430	5	..	9	18	..	22		
A.58	Kabinga	4,65	5	14	20	25	28	
A.59	Botanist	7,688	5	..	14	20	24	
A.60	Aeneas	10,049	7	16	20	25	
A.61	Kanowna	6,942	9	16	19	23	27	
A.62	Wandilla	7,785	8	..	14	..	17	21	
A.63	Karoola	7,391	8	16	18	..	22	24	28	
A.64	Demosthenes ..	11,223	8	9	..	16	21	23	27	
A.65	Clan MacEwen ..	5,140	8	26	
A.66	Uganda	5,431	8	..	14	20	24	
A.67	Orsova	12,036	9	..	15	18	23	28

* No troops.

† Despatched with cargo only.

RMS	Moolton	66				15			20		25		27		32												
"	Persia	9																									
"	Morea		10																								
SS	Makarini		11						19																		
RMS	Osterley			12				17							29										39		
"	Moldavia				13																						
SS	Hawkes Bay				13					20																	
RMS	Oronoto					15			19		23			28		32										40	
"	Mongolia					15		18			23				30												
"	Maliva					15		19			24				30												
SS	Port Nicholson												26														
"	" Napier												26														
RMS	Kaiser-J. Hind													27		31											
"	Kashgar														28												
"	Omrah															29											
"	Karmala															29											
"	Khiva																31										
"	Somali																	32									
SS	Banbena																		36								
"	Indana																		36								
"	Ormonde																			37							
"	Balmoral Castle																				39						
"	Port Darwin																				39						
"	Pakeha																					40					
"	Field Marshall																						40				
"	Naroola																							40			
"	Natomba																								40		
"	Port Lyttleton																									41	
"	Gairba																									41	
"	Dorset																									41	
HS	Kanowna																									42	
SS	Essex																									42	
"	Mahana																									42	
HS	Karuaola																									42	
SS	Zealandia																									42	
"	Gracchus																									43	
"	Malta																									43	
"	Wyreema																									44	
"	Barpentaria																									44	
"	City of Karachi																									44	

